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Remembering The Katy

M-K-T Katy Lines

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Railnews

KODACHROME: CHARLES BOHI

CP AND CN in May 1988 swapped ownership of four branch lines in Saskatchewan totaling roughly 80 active miles. This will permit the continued operation of viable trackage while sections without traffic can be removed. Witness this CP Rail train led by GP38-2 3027 passing the noticeably-CN depot at Gravelbourg on August 4, 1988. More swaps are in the works. See page 32 for details.

KODACHROME: LON COONE

KANSAS CITY SOUTHERN is getting ten former-B&M GP38-2s rebuilt by Mid-America Car in Kansas City, Missouri. Numbered 4012-4021, they wear the new KCS gray livery. The 4014, ex-B&M 204, was at MAC (right) March 19, 1989. In addition, KCS is expecting later in 1989 ten EMD SD60s, 714-723, also in gray. See page 30.

KODACHROME: KYLE BREHM

KODACHROME: LON COONE

CHICAGO MISSOURI & WESTERN GP40-2 2039 sports a new NKP-inspired livery at Kansas City on March 23, 1989. See page 30.

A NEW BN PAINT SCHEME has been applied to SD40-2 7826, shown at the Laurel, Mt., MRL diesel facility on March 29, 1989. MRL's Livingston Rebuild Center in Montana is turning out roughly two units per week in this higher-visibility scheme, and reportedly BN is repainting units in its own shops. See page 30 for details.

EKTACHROME: MICHAEL DZAMBA

ANOTHER "BASH 8-40B" was created as the result of this mishap at Elnora, N.Y., on the D&H. Eastbound D&H train SU-11 powered by D&H GP40-2 227, NYS&W Dash 8-40B 4004, NS C30-7 8058 and NYS&W SD45 3622 ran into the rear of a stopped D&H train in "emergency." The engineer and conductor managed to escape. See page 32.

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From the Publisher's desk: 50 years ago

It was in 1939 that the Douglas DC3 was popularizing airplane travel, four-lane highways had made car travel fun, newspapers were hinting at radios which showed pictures, and storm clouds were brewing in Europe and Asia. We were emerging from a depression. It was the year the New York World's Fair opened for a two year stint in the Flushing Meadows, a ten cent train ride via Long Island Rail Road from Manhattan's Penn Station.

Surrounding the Trylon & Perisphere theme were an amusement area, a court of nations including Poland and the USSR (Poland would be invaded by Hitler before the end of 1939), and buildings representing the giant corporations and industries. Most popular of these was the General Motors Futurama, a giant model of the U.S. as it might someday be—and out in front they featured a handsome new E6 (see page 64).

The railroad industry also had a huge display. Model railroads, photos and railroadiana packed the inside of the main building. A huge O gauge model railroad went through a 24-hour day and night cycle. There was also Edward Hungerford's famous musical stage presentation "Railroads on Parade" in which steam locomotives and diesels were the major actors. The music for this spectacular was composed by the late Kurt Weill of "Three Penny Opera" fame. Imagine a giant stage across which ran the B&O's *Tom Thumb* and NYC and Lackawanna Hudsons.

The railroad display also boasted a year full of railroad equipment. Among them were the Western & Atlantic 4-4-0 No.3 (better known as the *General*); Colorado & Southern three-foot-gauge 2-6-0 No.9; vintage Pennsylvania 2-8-0 1187 (now at the Railroad Museum in Strasburg); B&O Ross Winans Mother Hubbard 4-6-0 (now at the Baltimore B&O Museum); New York Central streamlined J4 4-6-4 5445; London, Midland & Scottish 4-6-2 6220 *Coronation Scot* (with American bell and headlight which was destined to stay for the duration because of the war); Norfolk & Western Class A 2-6-6-4 1209 and Pennsylvania GG1 4884. Certain locos went back into service immediately after the show ended in 1939 and were replaced with others in 1940.

This was the last great display of steam freight power, but diesels were already on the scene. Alco displayed New York Central switcher 660 in demonstrator colors, and Electro-Motive had their E6 at the GM building. Possibly the most exciting display was the Pennsylvania's S1 6-4-4-6 6100 mounted on rollers with steam up and drivers turning. For the Fair, the loco was lettered AMERICAN RAILROADS.

By the time of the Fair's closing in October 1940, Europe was in flames. In 1948-1949 the railroads sponsored the Chicago Railroad Fair along the lakefront to promote railroad passenger travel. The C&O's steam turbine was a feature attraction, but it was already the diesel age. General Motors' *Train of Tomorrow* with domes and an E7 caught the public's fancy. The DC3 had been replaced by the DC6. But the Interstate highway system was yet to come, and the jet airplane was still some years away. Television had arrived. It was a new and different era at Chicago, even though you could ride the narrow gauge behind *Chief Crazy Horse*—which looked for all the world like Colorado & Southern No.9 behind the red paint.

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Cover

Two of John Barriger's brand-new GP40s were bracketing a freshly repainted F7B on a freight departing Kansas City in August 1966; out of view six cars deep in the train is another just-delivered GP40 bound for Parsons to be put into service. In August 1975, GP40 183 and a GP38 were idling in the Tulsa sunshine wearing the green and yellow livery. For the story of the Katy, which just became part of the Union Pacific, see J. Parker Lamb's feature which begins on page 40. Ektachromes by Jim Boyd.

RAILFAN & RAILROAD (ISSN 0163-7266), is published monthly by Carstens Publications, Inc., Phil Hardin Road (Fredon-Springdale Road), Fredon Township, P.O. Box 700, Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright ©RT 1989 by Carstens Publications, Inc. Printed in U.S.A.

SUBSCRIPTIONS: U.S.A. and possessions: $23.00 per year, $45.00 for two years, $66.00 for three years. Foreign: $27.00 per year, $53.00 for two years, $78.00 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher

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Fanmail

Movies vs. video

In the April 1989 issue, Jim Boyd's CAMERA BAG column discusses movies vs. video. I have two comments and a question.

First, I agree totally with the column. However, there is an additional caveat that should be pointed out. Whether using video or movies, in any format, if there is any possibility that the shot won't end up "on the cutting room floor," hold down the trigger for at least five seconds. There is little that is more disconcerting than too-brief takes. It is another common fault committed by amateurs.

Second, while the editing may not be as flexible as commercial equipment, I understand that, with the better camcorders, especially with Video 8 in conjunction with a standard VCR, it is possible to do some editing. I don't yet have a camcorder, although it is in the future. I do have 8mm sound movie equipment. In planning the purchase of a camcorder, I have asked this question of several dealers, and all of them have assured me that I can go from one to the other. In fact, they have assured me that the quality will hold up very well.

Third, my question pertains to movie film-to-video transfer. (I am a projectionist at our local theater, with a State of Connecticut projectionist's license.) The video scan rate is 30 frames a second. Sound movies use 24 frames, the original 8 silent and 16 silent use 16 frames, and Super 8, both sound and silent use 18. When we see old silent movies shown, either on TV or at a theater, they usually appear speeded up because of the difference in frame rate, although this doesn't have to be. My question is, if a transfer is done from 16 or 18 frames to video, is the action speeded up? The standard studio equipment for showing commercial movies on TV adjusts for the 30 to 24 frame difference.

BRUCE MEULENDYKE
Old Saybrook, Conn.

⇐ *Though the technical details are too complex to completely explain here, Marc Balkin of Mark I Video notes that it is sufficient to say that a video camera has an* electronic *shutter speed of 30 frames per second, and transferring film to video with proper synchronization requires a calculation between the frame speed of the film and the number of shutter blades in the movie projector. In some cases, a slight mismatch in the film shooting/projection speeds is required, though seldom as much as the sound/silent discrepancy with old movies*—J.B.

The Boomer and W&C

I was delighted to see the story on the Wisconsin & Calumet and the Panama F-units in the May issue. According to the article the W&C waits at Fox Lake until the end of passenger traffic at 10:00 p.m. Actually it is the end of the southbound traffic to Chicago—the last Metra train leaves Fox Lake at 9:50 p.m. Then, the W&C has to clear the single track Fox Lake to the Rondout Metra line before the 10:05 p.m. northbound Metra out of Chicago. The last Metra northbound leaves Chicago at 12:25 a.m. Then the W&C has to return before the first southbound leaves Fox lake at 5:02 a.m. Business has picked up since that first five-car freight January 26. The other night the train had 30 cars.

Hal Carstens really went down memory lane in the May issue. I also had a copy of the Armed Services Edition of Harry Bedwell's "The Boomer" featuring Eddie Sand. That was in 1945 on the island of Leyte in the Philippines. Only, to my sorrow, I don't have mine anymore. I finally tracked down one hardcover copy my local library can order from the Chicago library.

Years ago Freeman Hubbard sent me a copy of the poem, "Over the Hill from Libertyville," which refers to the gradient on the line heading northwest out of Libertyville.

FRANK SELLERS
Libertyville, Ill.

Million-mile bus

Thought you might like to know that your favorite Greyhound bus, the 8444 (page 70, Jan. '88 R&R), had 1,300,377 miles on it when I drove her from Sacramento to San Francisco on January 16.

G. RAY
Sacramento, Cal.

C&P or WM?

In a RAILNEWS item which appeared in the May 1989 R&R, it states that the Allegany Central in Cumberland, Md., plans to operate a tourist railroad on the former Western Maryland main line to Frostburg. Maybe it will operate on most of the WM main line, but isn't the last few miles in to Frostburg

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Not pictured,
#102 (photo) N.P. Freight with G.E. U-Boats 19-1/4" x 12-1/2"
#106 (photo) G.N. "Seattle" Travel Poster with large G.N. Logo 25" x 40" (very impressive)
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the old C&P main line? The freight station in Frostburg that you mentioned as being owned by a private developer; isn't that the old C&P station?

DAVID BUCKLEW
Tunnelton, W.Va.

Right you are, Allegany Central trains will leave Cumberland on the former WM and enter Frostburg on the former-Cumberland & Pennsylvania line to Westernport, W.Va., stopping at the former-C&P depot (the line has been removed beyond the C&P station). Before the C&P was purchased by the WM in 1944, its trains could only gain access to Frostburg from Cumberland by means of a switchback—M.D.

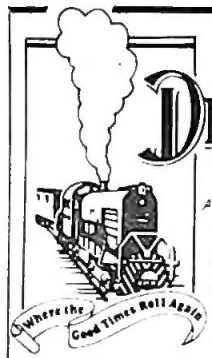
Kelly's Corridor

Bruce Kelly's Northeast Corridor visit at Princeton Junction puzzles me—only six Amtrak and three NJT moves in two-and-a-half hours during the evening rush? NJT and Amtrak basically each run every half hour, which should produce ten trains each way, plus a couple of Amtrak clockers and possibly a Florida train. He must have slept through half of the activity.

It might also have been pointed out that Metroliner service Amfleet equipment is specially equipped and assigned, not your run-of-the-mill Amfleet pool cars. And Metroliners never haul Heritage equipment.

E. EVERETT EDWARDS
Doylestown, Pa.

That afternoon at Princeton, the traffic was scrambled when a train about five miles up the line snagged the catenary and damaged the wire. It wasn't exactly a typical day—J.B.



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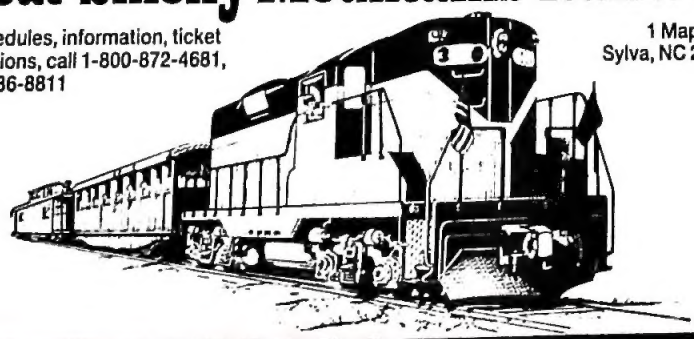

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1989 Excursion Season. The following listings indicate Date, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 587 is NKP 2-8-2 and "diesels" are available NS diesels.

June 3-4, 611 Buffalo, N.Y., to Ashtabula, Oh., and return each day (NNRH); **June 3**, 1218 Richmond, Va., to Roanoke and diesel return Lynchburg to Richmond (ODC). **June 10**, 611 Erie, Pa., to Buffalo and return (LSRH); **June 17**, 611 (doubleheaded with 587 west of Bellevue) one way Cleveland, Oh., to Muncie, Ind. (RCN); **June 18**, 611 & 587 one way Muncie to Portsmouth, Oh. (RCN); **June 19**, 611 & 587 one way Portsmouth to Bluefield, W.Va. (RCN); **June 20**, 611 & 587 one way Bluefield to Roanoke (RCN); **June 24**, 1218 Johnson City to Morristown or Bulls Gap, Tenn., and return (WTC); **June 25**, 1218 Bristol to Radford or Roanoke, Va., and return (WTC).

July 18-24. The NRHS National Convention schedule. All trips sponsored by Asheville Chapter NRHS (ASHV): **July 18**, 611 one way Alexandria to Lynchburg, Va., 611 & 1218 doublehead to Salsbury, N.C.; **July 19**, 1218 & 587 one way Salsbury to Asheville via Hickory, N.C.; **July 20**, 587 or diesels Asheville to Pisgah Forest and return; **July 21**, 587 or diesels Asheville to Waynesville and return; **July 22**, 587 or diesels Asheville to Bulls Gap, Tenn., and return; **July 23**, one way Asheville to Roanoke, Va., via Winston Salem (1218 to Winston Salem, diesel beyond. Portion of train will be turned back at Hickory to Asheville with diesel locomotives); **July 24**, 611 one way Roanoke to Alexandria via Lynchburg (end of NRHS Convention).

July 27, 1218 Columbia, S.C., to Charlotte, N.C., and return (LTC).

August 5, 1218 Winston Salem, N.C., to Roanoke circle trip, diesels return (SBM).

September 16, 611 *Powhattan Arrow* Commemoritive Trip. Roanoke to an undetermined destination (RCN); **September 23**, 611 Bluefield to Cedar Bluff and return (PCNH); **September 29**, 1218 one way Charlotte, N.C., to Roanoke (DP); **September 30**, 1218 Roanoke to Lynchburg and return in morning and Roanoke to Walton and return in afternoon (RCN); **September 30**, 611 Cincinnati to Danville, Ky., and return (CRC).

October 1, 1218 one way Roanoke to Charlotte, N.C. (DP); **October 1**, 611 Cincinnati to Danville, Ky., and return (CRC); **October 7**, 611 one way Lexington, Ky., to Chattanooga, Tenn. (BGM); **October 7**, 1218 Alexandria to Lynchburg, Va., and return (WACN); **October 8**, 1218 Alexandria to Front Royal and return (WACN); **October 8**, 611 one way Chattanooga, Tenn., to Lexington, Ky. (BGM); **October 14-15**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 14-15**, 1218 Alexandria to Front Royal and return each day (WACN); **October 21-22**, 611 Chattanooga to Oneida, Tenn., and return each day (TVRM); **October 21-22**, 1218 Charlotte to Asheville, N.C., and return each day (PCCN); **October 28**, 611 Atlanta to Toccoa, Ga., and return (ACN); **October 29**, 611 Atlanta to Chattanooga and return (ACN); **October 28-29**, 1218 Asheville to Barber, N.C., and return (ASHV).

November 3, One way Greenville, S.C., to Chattanooga, Tenn., 1218 to Atlanta, 611 beyond (GVN); **November 4**, 1218 Atlanta to Chattanooga and return (ACN); **November 5**, 1218 Atlanta to Toccoa, Ga., and return (ACN); **November 5**, 611 one way Chattanooga to Greenville, S.C. (GVN); **November 11-12**, 1218 Birmingham, Ala., to Chattanooga or Columbus, Ga., and return (HOD); **November 18-19**, 611 Jacksonville, Fla., to Valdosta, Ga., and return (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Ashville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (DP) Discovery Place/ Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC 29606; (LSRH) Lake Shore Ry. Historical Soc., P.O. Box 571, North East, PA 16428; (LTC) Lionel Train Collectors Society, 3702 Greenbriar Dr., Columbia, SC 29206; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245; (NNRH) Niagara Frontier Chapter NRHS, No.4 Alabama Place, Lockport, NY 14094; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (PCCN) Piedmont Carolinas Chapter NRHS, RR Excursions, P.O. Box 22753, Charlotte NC 28220; (PCNH) Pocahontas Chapter NRHS, P.O. Box 151, Bluefield, WV

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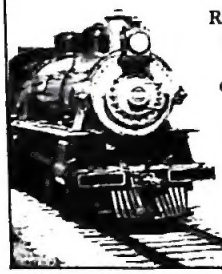

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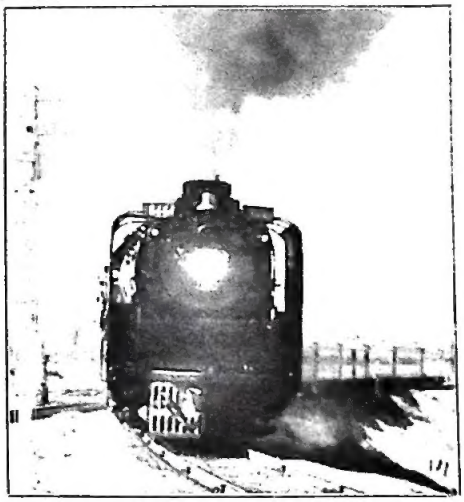

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24701; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke VA 24032, (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27105; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (WACN) Washington Area Chapters NRHS/Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

OWEGO, NEW YORK, Through December 1989. The Tioga Central Railroad will offer a variety of diesel-powered trips over its former Lehigh Valley line during 1989. "Museum Trail" trains operate on weekend afternoons round trip Flemingville to the Newark Valley. Originating at Owego, dinner trains run Sat. and Sun. evenings plus a Sat. breakfast train; reservations are recommended. For a timetable, dining car menu and schedule of events, contact Tioga Central Railroad Excursions, P.O. Box 490, Owego, NY 13827, or call 607/687-0990.

WHITE PASS & YUKON in 1989 will operate railroad excursions from Skagway, Alaska, to Fraser, B.C., with connecting bus service to Whitehorse, Y.T., and to Bennett, B.C. Trains operate daily May 23-September 22. Contact: The White Pass & Yukon Route, P.O. Box 435, Skagway, AK 99840; 800/343-7373 or 907/983-2217.

"Summit Excursion," Skagway to White Pass, Alaska., and return. Departs Skagway at 9am and 1:30pm returning and 11:45am and 4:10pm respectively. Fare $67 round trip, kids 12 and under $33.50.

"Through Service" leaves Whitehorse at 8:30am (Yukon time) and arrives Skagway 11:59pm (Alaska time); departs Skagway at 1pm and returns to Whitehorse 6:30pm. Trains operate Skagway to Fraser where connecting bus service is offered to Whitehorse. Fare $89 each way, kids 12 and under $44.50.

"Chilkoot Trail Service" operates mid-June through mid-September with trains between Skagway and Fraser with connecting bus service to Bennett on Lake Bennett, B.C. Fare $67 each way, bus only is $22 each way.

RUTLAND, VERMONT, June 3-4. Two days of "Vermont Excursions" on the Vermont Railway and Green Mountain Railroad onboard GMRC open-window coaches. Saturday behind VTR GP38-2 to Benninglon and Hoosick Jct., N.Y.; Sunday behind GMRC RS1 to Bellows Falls, Vt., and Cold River, N.H. Photo stops both days, and box lunches available by advance order. Bus, air and rail access and local lodging also available. Rutland-Hoosick Jct., $49 round trip; Bellows Falls-Rutland-Cold River round trip, $39. Contact (large SSAE, please): Massachusetts Bay Railroad Enthusiasts, Inc., P.O. Box 8136, Ward Hill, MA 01835-8136.

LIMA, OHIO, June 4. Come hear the Lima Symphony Orchestra play in the erecting shop of the former Lima Locomotive Works. Concert begins at 7:30 p.m., with tickets for pops concert style table seating at $30, $15 and $7.50 per person, and audience seating at $5 per person. Refreshments available. This is only the third time in history that the public has been invited into the 110-year old building. For tickets and information call American House at 419/22-HOUSE.

***CARITAS* TOURS 1989** This year's trips on board the private car *Caritas* will include scenic freight-only trackage. Contact: High Iron Travel Corp., P.O. Box 15273, Washington, DC 20003.

June 9-11, Los Angeles-San Diego-San Ysidro-Jacumba and return over AT&SF and SD&IV, $450 includes hotel and all meals on SD&IV, $200 for one-day San Ysidro-Jacumba segment only.

June 20-July 4, state centennial tour of N.D., S.D. and Mont. over MRL and BN main lines and branches, beginning and ending in Spokane, Wash. Write for price and details.

September 1-4, 326 miles on the Wisconsin & Calumet with special train out of Chicago, $850 for bedroom (double occupancy), $100 for supplemental roomette.

NEWARK, NEW JERSEY, June 11. N.J. Railroad & Transportation Museum Festivities Special with NJ Transit equipment from Newark and Roselle Park to Flemington, N.J., and return. Includes ride, photo runby on the Black River & Western and flea market admission to kick-off the N.J. Railroad & Transportation Museum. Adult fare $20, kids under 12 $10. Contact (SSAE please): United Railway Historical Society, Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520.

PORTLAND, OREGON, June 15-17. Cruise by sternwheeler the entire Columbia River Gorge from Portland to Cascade Locks. Ride the Hood River Railroad, Amtrak's *Pioneer* and Portland's MAX light rail line. Tour from $399. Contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478; 802/527-1788.

MOTOR CAR SUMMER RIDES The Motor Car Collectors of America are presenting the following schedule for 1989 summer rides: **June 17,** Little Traverse Scenic Railroad. **July 15-16,** Escanaba & Lake Superior Railroad. **July 29,** New York & Lake Erie Railroad. Contact: Henry Brown, 622 Oak St., Cottage Grove, WI 53527.

WILMINGTON, DELAWARE, June 17-18. Wilmington Railfan Weekend featuring Saturday steam and diesel push/pull train on the Octoraro Railroad between Chadds Ford Jct. and Kennett Square through the scenic Brandywine Valley. Photo runbys. Banquet Saturday evening. Tour of Amtrak's Wilmington and Bear facilities on Sunday. Contact (SSAE, please): Railroad Enthusiasts NY Division c/o Frank Bollwage, 621 Emerson Ave., Elizabeth, NJ 07208, or call 201/377-5507.

SOUTH CARVER, MASSACHUSETTS, June 17-18. Edaville Railroad's Railfan Weekend and Collectors Flea Market, on Rte 58, 10am-5:30pm both days. Adults $9.50, kids $6.50, under 3 free. Contact: Brenda Johnson, Edaville, P.O. Box 7, South Carver, MA 02366; 508/866-4526.

CHEYENNE, WYOMING, June 17-18. Excursion over Sherman Hill behind UP 4-6-6-4 3985 from Cheyenne to Laramie and return on Saturday. The best photo runbys in the business. Sunday features an all day special on the Wyoming & Colorado Railroad from Laramie to Walden, Co., using MDT F-units and former SR coaches and domes. Return to Laramie via bus. Trip includes photo runbys and lunch. Contact (SASE please): Rocky Mountain Railroad Club, Box 2391, Denver, CO 80201.

CLEVELAND, OHIO, June 17-20. "Independence Limited" four-day, 600-mile one-way doubleheaded excursion to Roanoke, Va., via Muncie, In., Portsmouth, Oh., and Bluefield, W.Va., with N&W 4-8-4 611 and a second steam locomotive to be announced. First Class accommodations available. Contact (#10 SSAE please): Independence Limited '89, Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

SOUTH ELGIN, ILLINOIS, June 24. Fox River Trolley Fest at the Fox river Trolley Museum on Hwy. 31. All available cars will operate on a continuous schedule. U.S. Postal Service will process mail aboard the 1891 RPO Chicago streetcar with a commemorative cancellation. Trolley rides $2 each, all day pass $8. Open 11am-7pm. Contact: Fox River Trolley Museum, c/o Larry Goldman, 319 West Dunning Ave., West Dundee, IL 60118; 312/428-5902.

HOBOKEN, NEW JERSEY, June 25. New York Rail Facility Cruise aboard a chartered vessel. View from the water past and present rail operations including NYS&W, NY Cross Harbor, NJ Transit, the Statue of Liberty, Hell Gate bridge, former-DL&W, CNJ, NYC, Erie, RDG, LV and much more. Fare $29, capacity limited. Departs Hoboken 9am. Contact: Tri-State Railway Historical Society, P.O. Box 1217, Morristown, NJ 07962; 201/488-5429.

BUFFALO, NEW YORK, July 1-4. Buffalo-Fort Erie Friendship Festival excursions with NKP 765. **July 1-2,** three trips each day between Buffalo and Tuscorora on ex-NYC Belt Line and Niagara Branch. **July 3,** Buffalo to Hornell and return, plus optional side trip Hornell to Corning and return. **July 4,** Buffalo to Somerset and return, including Somerset Railroad trackage. Contact: WNYRHS Trips, P.O. Box 502, Tonawanda, NY 14151, or call 716/992-7002.

VANCOUVER, BRITISH COLUMBIA, July 1-5. Rocky Mountain Daylight on BC Rail with train of heavyweight and open-

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Locomotives of the Jersey City Central 1 - 999 by Warren Crater 106 pages $7.50
New York and Long Branch Signal Rule Book (reprint) $2.50
Train Sheet Extra #2, Ed Lohr's Engineers Reverie $1.00
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1989 Railroadian Calendar (all steam) $4.00

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COLORADO AND UTAH BY RAIL, July 8-21. Ride Amtrak's *California Zephyr*; Central City & Blackhawk; Georgetown Loop; Leadville, Colorado & Southern; Cumbres & Toltec; Durango & Silverton (in a private parlor); Royal Gorge Scenic; Pikes Peak Cog; Cadillac & Lake City; Great Western and Heber Creeper. Visit the Colorado Railroad Museum, Alpine Tunnel and Lizard Head Pass by Jeep. From $1399. Contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478. Phone 800/458-5394.

HONESDALE, PENNSYLVANIA, July 8-August 27. Stourbridge Line Rail Excursions for 1989 will feature BL2 No.54 and 25 miles of scenic trackage through Wayne and Pike counties; Honesdale to Lackawaxen and return except as noted: **July 8,** Family Day Excursion; **July 22,** Dinner/Theater Train, Honesdale to Hawley and return, with dinner and show in Hawley; **July 29 and 30,** Lackawaxen Fair Excursion; **August 12,** Bavarian Festival Train; **August 27,** Summer Excursion. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431. Phone: 717/253-1960.

PERE MARQUETTE 1225 TRIPS, July 14-15, September 2-4, October 14-15. Short trips on TSBY between St. Charles, Owosso and Chesaning, Michigan. Air conditioned coaches and low fares. To be assured of a ticket, order by mail. Contact: Shiawassee Valley Railroad Company, P.O. Box 665, Owosso, MI 48867.

COUNCIL BLUFFS, IOWA, July 22. Restored Rock Island E6 630 will lead its first revenue trip over Iowa Interstate between Council Bluffs and Atlantic, Iowa, for 40th anniversary of Omaha Camerail Club. Photo runbys and light lunch included. Tickets $40. Banquet with slide programs will be held at Council Bluffs' "Club 64" restaurant costing $9 per person. Contact: Camerail 40th Anniversary, P.O. Box 791, Columbus, NE 68602-0791. Make checks payable to the Camerail Club.

RAILS TO THE RIVER 1989 TOURS. Day trip packages from Chicago to Quad Cities on the Mississippi River aboard special privately-chartered Amtrak Superliners for the following events: **July 29,** Bix Biederbecke Memorial Jazz Festival in Davenport, Iowa; **September 16,** Civil War Muster & Mercantile Exposition in East Davenport; **September 30,** country feast & Swedish culture in Geneseo and Bishop Hill, Illinois; **October 21,** Augustana Alums Homecoming Day game. Also available on each trip will be river cruises, shopping and entertainment. Package tours cover meals, event admission, ground transportation and convenient stops in Chicago and Joliet. Contact: Rails to the River, 3716 14th Street, Rock Island, IL 61201; 800/383-0283.

CHAMA, NEW MEXICO, September 18-19. The "San Juan Express," a chartered freight train of vintage freight equipment, will run on Monday from Chama to Antonito and return on Tuesday over the Cumbres & Toltec Scenic Railroad. Fare $400. 40 photo runbys were held on last year's trip. Capacity is limited. Contact: the San Juan Express, c/o Jim Trowbridge, 502 South Cody Street, Denver, CO 80226.

DURANGO, COLORADO, September 20. Ride the "Silverton Express" aboard private car *Nomad* and an open gondola from Durango to Silverton and return over the D&SNG. Fare $70. Contact: The Silverton Express, c/o John Vivian, The Model Railroad General Store, P.O. Box 10131, Burbank, CA 91510.

INTERNATIONAL TOURS

RHAETIAN RAILWAY 100th ANNIVERSARY, May 20-October 8, 1989. Switzerland's Rhaetian Railway (see the June '89 R&R) will be celebrating its 100th Anniversary with special trains, steam operations and shop tours. For an English language booklet describing festivities, write Rhätische Bahn, Jubiläumsveranstaltungen, Postfach CH-7002, Chur, Switzerland.

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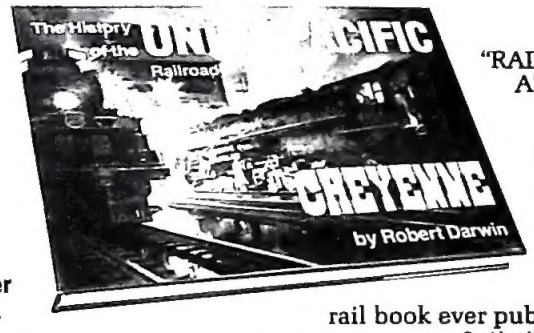

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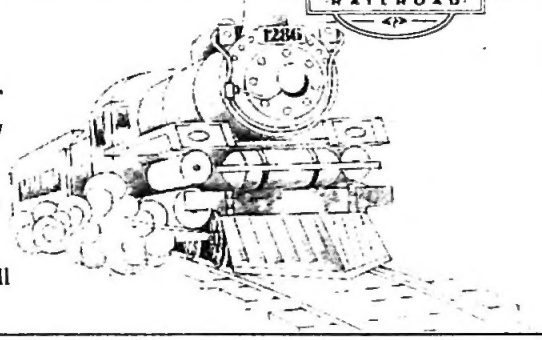

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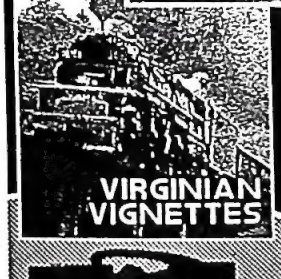

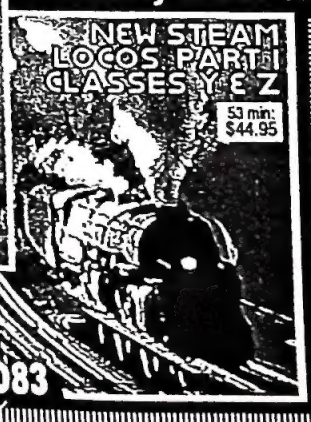

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GUADALAJARA, MEXICO, June 17-25. 1100-mile excursion train with Alco PA DH-19, one heavyweight open-window coach and two ex-DL&W air conditioned coaches. Trip will cover various main and branch lines radiating from Guadalajara, elevations from sea-level to over 5000 feet. Photo runbys are planned. $995 includes excursion, half the meals and all hotels. Contact: Ed Von Nordeck, Let's Travel Tours, P.O. Box 2768, Riverside, CA 92516-2768; 714/787-8350 or 714/684-7458.

RAIL STUDY TOURS INTERNATIONAL, Suite 102, 1401 Wilson Blvd., Arlington, VA 22209 (703/998-2362), is offering the following tours:

China Railways in Transition, June 20-July 13. Three weeks of total rail action including steam, diesel and electric plus industrials, narrow gauge and streetcars. $2975 from West Coast.

Ecuador, Argentina and Paraguay, October 7-21. Visit and chase regular service steam by rental car. Approximately $2400 from Miami.

Indian Railways, November 11-December 3. Steam and general action on three gauges and in many places not on normal tours. $3200 from New York.

TRAINS UNLIMITED TOURS 1430 Myers Street, Suite H, Oroville, CA 95965; 800/359-4870, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Ecuador, July 9-21. The Best of Ecuador.
Zimbabwe and Zambia, July 21-August 5. Steam Safari.
Brazil, August 9-28. Brazilian Rails.
Turkey, August 17-29. Eleven classes of steam.
Turkey, August 26-September 5, Anatolia-Ottoman Express.
Peru, September 10-24. Inca Rail Adventure.
South Africa, September 12-October 12. Steam Safari.
Turkey, September 13-October 1. Anatolia-Tigris Express.
Argentina and Paraguay, September 17-October 5. Andes.
The Alps, September 30-October 15. Four countries.
Argentina and Paraguay, October 8-28. Best of Both.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Zimbabwe, July 22-August 5. Garretts galore on the line to Victoria Falls.
Vietnam, November 4-16 or 18. Concentrated steam bash railtour.
Poland, November 4-11, possibly the last winter to chase steam across Poland.

RAIL TRAVEL CENTER presents its 1989 rail tour schedule. Itineraries are extensive. For prices and details contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478; 800/458-5394 outside Vermont, or 802/527-1788.

July 24-August 7, Maine, Maritimes, Quebec, Labrador.
August 8-24, VIA Rail trans-Canada loop.
September 19-October 2, Switzerland rail.
September 23-October 7, Canadian polar bear explorer.

KIMBERLEY, SOUTH AFRICA, September 16-24. The "Great South African Steam Festival 1989" will feature an above average number of steam locomotives operating on the Kimberley to DeAar, Kimberley to Bloemfontein and Warrenton lines. "Footplate" permits will be available, night photo sessions, parallel running of steam locomotives on adjacent tracks, added passenger cars on "goods" trains and the increased use of different classes and prestige locomotives. Contact: Adriaan Rall, South African Tourism Board, Louverdis Building, Ground Floor, 2 Market Street, Private Bag X5017, Kimberley 8300; Tel. (0531) 3 1434/2 2657.

RAILROADIANA MEETS

NEB&W OPEN HOUSES, Saturdays during 1989, 1:00-4:00 p.m. Railfan the New England, Berkshire & Western HO scale model railroad incorporating actual D&H/NYC/Rutland scenes including Troy (N.Y.) Union Station and D&H "Red Rocks." Admission $3.00 per person; not recommended for children under 12. Located in basement of Davison Hall Dormitory, RPI Campus, Burdette Avenue, opposite Troy High School. Contact: Joe Sagmore, RMRRS, Box 27, Student Union, RPI, Troy, NY 12181.

TITUSVILLE, NEW JERSEY, June 17. The Titusville Firehouse Train Show at the Titusville Firehouse on Route 29, 8am-1pm. Adults $3, kids free. Contact: Herman Lotstein, 21-7 Potters Place, Holland, PA 18966; 215/968-7630.

NORTH LITTLE ROCK, ARKANSAS, June 17. the Arkansas Railroad Club 9th Annual Railroadiana and Model Train Show & Sale at Fisher Armory, 2600 Poplar Street, 9am-3pm. Contact: William Church, 5619 Bel Cara Place, North Little Rock, Arkansas.

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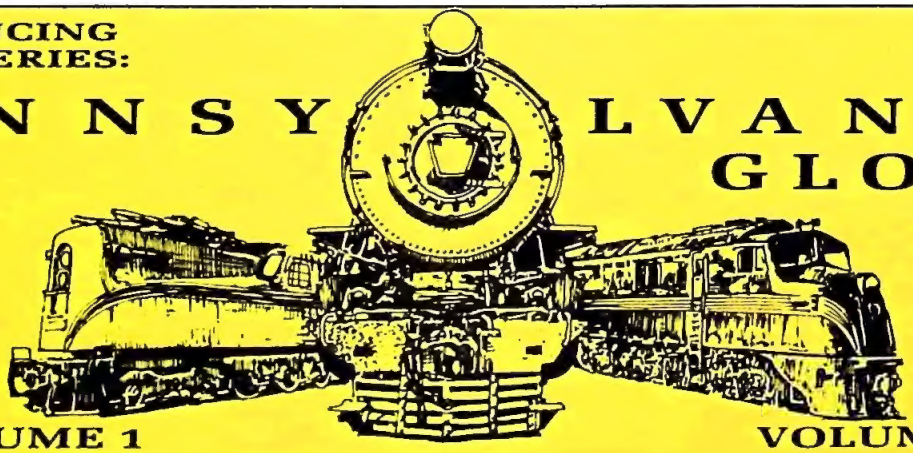

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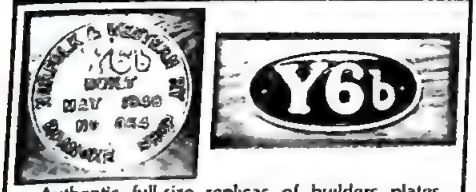

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HEMPSTEAD, NEW YORK, June 18 and July 23. Long Island Train Meet at Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults $3, kids under 12 free. Contact: Ernie Knudsen, 220 Trouville Road, Copaige, NY 11726; 516/691-7628 or 516/486-6658.

CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749. Toy Train and Collectables Show & Sale 1989 season:

New Hope, Pennsylvania, June 24 and July 29. Eagle Hall, 8am-2pm. Admission $3

Penndale, Pennsylvania, July 1. Firehouse Hall, 8am-1pm, admission $2

Phillipsburg, New Jersey, July 8. Commodore Inn, 9am-2pm, admission $3.

WASHINGTON, IOWA, July 2. Railroad Museum Swap Meet & Open House at the Milwaukee Depot, 428 North Iowa Ave. noon-5pm. Free admission. Museum open 2nd & 4th Sundays April- October. Contact: Charles Franzen, 715 West 2nd Street, Washington, IA 52353; 319/653-2810.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640, sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main St., Sykesville, MD 21784, 301/795-7447

Towson, Maryland, July 8-9, Towson State University

Monroeville, Pennsylvania, July 15-16, Pittsburgh Expo Mart.

Asheville, North Carolina, July 22-23, Asheville Civic Center in cooperation with the NRHS

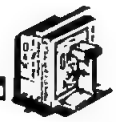
RALEIGH, NORTH CAROLINA, July 8-9. The North State Toy, Train & Hobby Show at the North Carolina State Fairgrounds off I-40, Saturday 9am-6pm, Sunday 10am-5pm. Adults $3, kids 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 714/786-8373.

DENVER, COLORADO, July 8-9. Mile High Transfair at the National Western Show Complex, I-70 and Brighton Road, will feature artifacts from the railroad, airline, steamship and motor coach hobbies, movie sessions and door prizes. 9am-5pm both days. Adults $2, Seniors $1.50 and kids under 12 $1. Contact: Intermountain Chapter NRHS, Mile High Transfair, P.O. Box 5181, Denver, CO 80217

HAMBURG, PENNSYLVANIA, July 30. 18th Annual Hamburg Dutch Train Meet at the Hamburg Fire Company Field House on Pine Street 9am-2pm. Adults $3. Two blocks from the BM&R steam tourist railroad. Contact: Sam Lenhart, RD#1 1174, Leesport, PA 19533; 215/374-5694.

Railroadiana

BY BRUCE KELLY



Carstens Books

One of our most popular books, *The Final Years—New York, Ontario & Western Railway* by John Krause and Ed Crist, is available once again. This 98-page 8½"×11" album format softcover is packed with the superb black & white photography of John Krause, Hal Carstens, Bob Collins and others. With excellent photo reproduction on heavy gloss stock, it features steam and diesels in action along with detailed track diagrams of the O&W's major yards and stations. The book (order number C61) sells for $14.95 (N.J. res. add 6% tax) plus $1.00 postage ($2.00 Canada and foreign) from Carstens Publications, P.O. Box 700, Newton, NJ 07860.

New from J&D Studios

Now available through Carstens is the latest book from Ed Crist and John Krause, *Delaware & Hudson—Challengers and Northerns*. This 80-page 8½"×11" album format softcover contains great b&w action photos of D&H 4-6-6-4s and 4-8-4s (as well as other power from 4-6-0s and 4-6-2s to 2-8-0s and 0-8-8-0s) working the grades of Ararat, Richmondville Hill and Belden Hill, as well as the yards and riverside main lines. Credit such names as Krause, Collins and Shaughnessy for the fine pictorial coverage. *Delaware & Hudson—Challengers and Northerns* (order number C6) sells for $12.95 (N.J. res. add 6% tax) plus $1.00 postage ($2.00 Canada and foreign) from Carstens Publications, P.O. Box 700, Newton, NJ 07860.

Hot off the press is another 80-page softcover, Tom Dixon's *Main Lines and Mine Runs—C&O in West Virginia*. It covers steam and early diesels in the heartland of the C&O including coal branches and mine operations, the NF&G joint operation with NYC and the Greenbrier line to the WM connection at Durbin. *Main Lines and Mine Runs* (order number C12) sells for $12.95 (N.J. res. add 6% tax) plus $1.00 postage ($2.00 Canada and foreign) from Carstens Publications.

What's New?

As the summer railfan season nears, there are updated versions of three excellent railfan guides available or in the works. Probably the best of the railroad radio frequency guides is the *Compendium of American Railroad Radio Frequencies* compiled by Gary L. Sturm and Mark J. Landgraf. It lists the updated frequencies of all U.S. and Canadian main lines, short lines, museums/tourist roads, transit systems and industrials, as well as some foreign and a summary of railroads that do not use radios. The "Spring 1989 Ninth Edition" is now available for

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The 1989 edition of the Bytown Railway Society's *Canadian Trackside Guide* continues its role as the railfan's "Bible" of the Great White North. The 276-page softcover's 5½"×8½" size allows it to be conveniently stashed in a camera bag or vehicle glove compartment. It contains current locomotive rosters for 17 Canadian railroads plus industrials and short lines in all provinces. Additional rosters cover preserved equipment, passenger cars, cabooses, snowfighting machinery and other non-revenue rolling stock on the major Canadian railways. Twelve pages of radio frequencies, CN and CP subdivision maps and a list of acronyms for North American railroad companies and car builders round out this fact-packed reference book, which sells for $12.50 U.S. from Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, K1N 8V1.

While we have received copies of the *Compendium* and *Canadian Trackside Guide*, we know that final work is under way on the third of our recommended reference books, and it is promised for mid-May delivery. The *1989 Steam Passenger Service Directory* gives a complete listing of over 200 steam tourist railroads, trolley museums and excursion operators in the U.S. and Canada with photos, equipment rosters, current timetables, travel directions, addresses and phone numbers. It is great for railfan ventures or family vacations and sells for $7.00 postpaid ($1.00 additional for First Class postage; N.Y. res. add sales tax; Canadian orders please remit in U.S. funds) from Empire State Railway Museum, P.O. Box 666-C, Middletown, NY 10940. Incidentally, this is the 24th edition of this fine publication.

Further Katy Reading

If Parker Lamb's coverage of the MKT in this issue has caught your interest, we suggest you take a look at *Katy Southwest—Steam and Diesel Power Pictorial*, by John McCall and Frank Schultz III. This 144-page 8½"×11" softcover, published by Kachina Press in 1985, documents the railroad's full spectrum of motive power, from 1890s-built 4-4-0s through Ten-Wheelers and Pacifics and Fs to the final order of SD40-2s and ex-Kennecott Copper GP39-2s. Detailed captions accompany the hundreds of beautifully-reproduced black & white photos, and color photos adorn all four cover pages. *Katy Southwest* sells for $24.95 from Kachina

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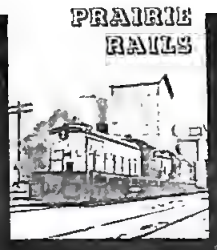

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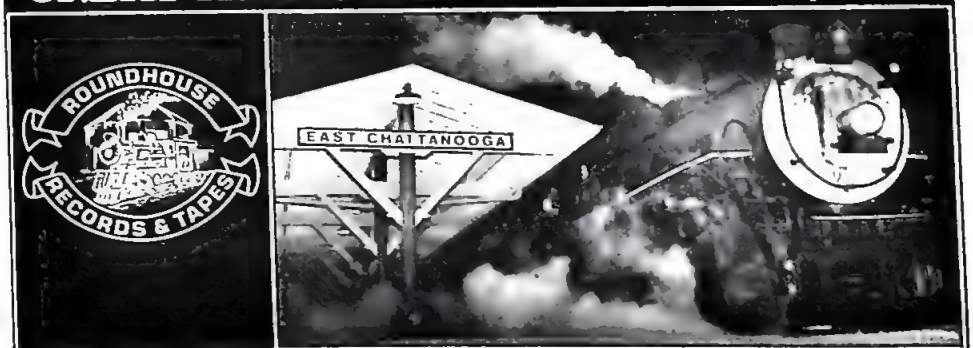

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Flimsies!

True to its name, *Flimsies!* is a no-frills Western newsletter mailed First Class twice a month to its 800-plus readership, delivering the facts (and a loose rumor or two) *fast* in a humble little package that is the rail magazine equivalent of a set of train orders. Coverage is devoted primarily to railroads in California, Arizona and Nevada, but major events in Oregon and Washington are often reported. *Flimsies!* offers a number of special services to its readers as well. When there's a fast-breaking news item that people need to know about *before* the next issue will be shipped, the last-minute schedule change for the 4449's February run on the BN for example, the information is sent out on postcards to every *Flimsies!* reader. As News Editor Charlie Baden points out, even the sighting of a westbound GECX unit at the California border could be reported to all 800 readers in a matter of hours, as the magazine can initiate a chain reaction of phone calls through key volunteers in every area code. All that and a very timely bimonthly magazine to boot at $23.00 a year ($24.00 Canadian; $30.00 overseas) from Western Lines Productions, P.O. Box 6776-R, Orange, CA 92613.

Casey Jones Decanter

The Jim Beam Brands Company, producers of legendary whiskey and porcelain decanters for over 30 years, is saluting one of America's legendary railroaders with the new Casey Jones Locomotive Decanter and Tender. Handcrafted from Regal China porcelain, the decanter is a well detailed replica of Illinois Central 4-6-0 382 in which Jones rode to immortal glory at Vaughan, Mississippi, in the morning darkness of April 30, 1900, when he stayed at the throttle of his speeding passenger train and tried (successfully) to warn the crew of a freight that was fouling the main line during a saw-by maneuver. The only loss of life was Jones himself. While such heroics were not uncommon in that era, a song written about the event made Casey Jones the most famous locomotive engineer of all time.

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Traction Publications **by Joe L. Diaz**

THE HIGH LINE: THE WEST CHESTER BRANCH, by James Lynch, Jr., is a 36-page 8½"×11" softcover telling the history of the West Chester Branch of the Pennsylvania Railroad, a fascinating story of the once very important Philadelphia suburban branch, now truncated at Elwyn and operated by SEPTA. This is a line well known to railfans with a special affinity for electric traction.

The cover photo, a scene at the Media station in 1965 of owl-eyed MP-54 No.454 with its red train flanked by Budd-built Silverliner MP-85 No.213, is an invitation to an interesting look back. The author has done a very credible job of research and has included 70 nicely-reproduced black & white photographs, many being vintage scenes which can be located through the accompanying trackage diagrams. An interesting list of stations along with an excellent diagram of the Media station, yard trackage and buildings add to the interest of this publication. Also included are several timetable samplings. The book is available for $10.00 postpaid from Philadelphia Chapter PRRT&HS, 137 Stockton Road, Bryn Mawr, PA 19010.

Book Reviews

The Great Days of Canadian Steam by Wentworth Folkins and Michael Bradley, published by Hounslow Press, a division of Anthony R. Hawke Limited, 124 Parkview Avenue, Willowdale, Ontario, Canada M2N 3Y5; 112 8¾"×10¾" pages, hardcover, $29.00 plus $4.00 shipping. Order from Whistle Stop Editions, 60 Bullock Drive, Markham, Ontario, Canada L3P 3P2.

We first mentioned the railroad artwork of Wentworth Folkins in our January 1989 issue. As described in this new book, "Folkins' father was a railroad man in the early days of this century ... and the future artist (Wenworth) learned about his complex subject under the guidance of a sympathetic expert." Living in a small northern Ontario town until the 1950s, young Folkins took advantage of the family's CNR travel pass to explore steam era railroading throughout Canada. He graduated from the Ontario College of Art in 1954 and for many years taught interior design in Toronto. In 1984, his skills as a painter were finally engaged full time, and as evidenced by the 50 full-

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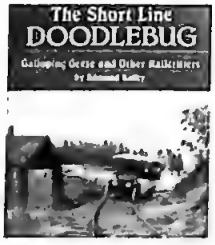
color images in this book, the primary subject became those steam trains of youth.

The first four pages of text summarize Folkins' background as both an artist and a railroader's son, then for the next 98 pages are shown his finest paintings, one at a time, nearly all printed to the full width of the right hand page. On the opposite page is written the title of the painting and some personal insight and details about the engines and locations portrayed. From a dramatic rendition of the Newfoundland Railway's "Newfie Bullet No.2" (officially named the *Caribou*) curving inland off the Atlantic coast toward St. John's, to CPR 4-8-4 3100 storming out of Montreal's Windsor Station and CNR Mike 3552 switching a grain elevator on the Manitoba prairie, each of Folkins' paintings is a depiction of historical fact without the slightest abuse of artistic license. His eye for detail in both the trains and the surrounding scenes make Folkins' work attractive to both railfans and "civilians" alike. Even the well-known contemporary view of British Columbia's Royal Hudson whistling out of West Vancouver and over the Capilano Creek bridge has been included.

Printed on heavy, coated paper, the production quality of *The Great Days of Canadian Steam* is quite good, though a few of the renditions have a slightly odd color due to the photos available of some of the paintings. The book finishes up with a four-page glossary of railroad terms used in the text and captions and an index to the paintings by title.

As a special bonus to R&R readers, the first 150 copies ordered from Whistle Stop Editions will come with Folkins' personal autograph—B.K.



The Short Line Doodlebug: Galloping Geese and Other Railcritters, by Edmund Keilty, published by Interurban Press, P.O. Box 6444, Glendale, CA 91205; 152 8½"×11" pages, hardcover, $32.95, plus $2.00 shipping (Calif. res. add 6% tax; L.A. County res. add 6½% tax).

This is the third installment in author Keilty's trilogy on rail motorcars, following *Interurbans Without Wires* (1979) and *Doodlebug Country* (1982). True to its title, *The Short Line Doodlebug* examines the self-propelled vehicles that rode the rural short lines, whose budgets usually didn't allow for the latest products from Electro-Motive or Brill. Instead, these smaller railroads settled for, and in many cases built for themselves, odd mechanical creatures that placed wooden buses on top of flanged wheels, gas motors inside of old electric streetcars, and so on.

A subject like this could have been presented as a confusing mass of photos, timetables and written recollections, but Keilty has produced an organized, practical guide which makes for easy reference to the history of *known* short line doodlebugs. He has omitted any such vehicles whose existence couldn't be substantiated with photographic or official evidence.

There are individual sections for each of the 50 states, with short line companies listed alphabetically along with their railcar rosters. Road numbers, builder's names and dates, engines and drive systems, dispositions and other facts are shown for each piece of equipment. Would you believe my former state of residence, Idaho, once had *seven* different short lines using rail motor cars? Of course there are the more familiar Galloping Geese of Colorado's Rio Grande Southern, and the "three M's" of Pennsylvania's East Broad Top Railroad.

The Short Line Doodlebug manages to squeeze 210 black & white photos in amongst its fact-filled pages, giving us a good look at some of the crazy contraptions built by American short lines. The award for low-tech streamlining must go to Prescott & Northwestern (Arkansas) Car 22, the *Elberta Zephyr*, which was little more than a slope-faced, sheet metal box on spoked wheels. It seems that some short lines boasted more showy rail rigs than others, like White-Meister unit No.19 of California's Hetch-Hetchy Railroad, Studebaker autobus No.26 of Tennessee's Little River Railroad and the Maryland & Pennsylvania's circa-1926 sedan inspection car, complete with S-shaped chrome bars and opera windows on its rear quarter panels.

The glossy dust jacket features a color painting by Larry Fisher of the Panama Traction Company's White railbus climbing through the Pennsylvania countryside, and there are scale drawings of Brill gas-powered car models 65 and 75, the Mack AC railbus and Edwards Railway Motor Car Company Model 20 railbus.

Prototype historians and modellers looking for an excuse to kitbash the ultimate doodlebug will find equal enjoyment in this quality and valuable release from Interurban Press—B.K.

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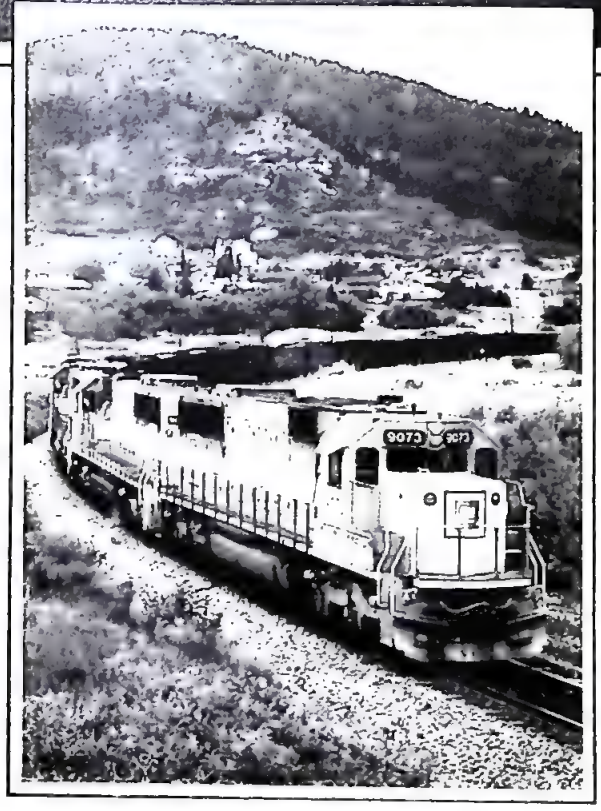

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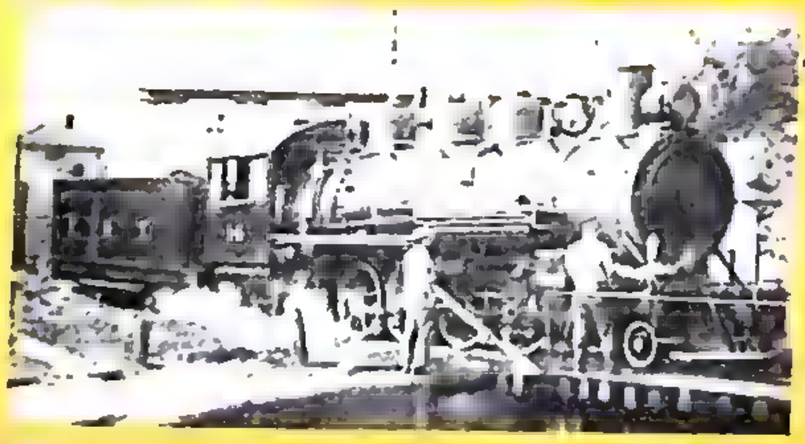

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J. Parker Lamb

The author of the Katy feature in this issue is a well known name in the railfan community and one of the finest black & white photographers around today. Using the credit line "J.P. Lamb, Jr.," he was one of the first photographers to concentrate on diesels as subjects in their own right. Your editor, as a college freshman, met Parker Lamb at the University of Illinois where he was doing graduate work. Lamb tolerated the bumbling but enthusiastic underclassman and ultimately sold him a well-used Kodak Chevron 2¼ rangefinder camera—"the only camera in the country that you can run a roll of film through and not even have to open the shutter to get trains on the negative."

While that was a slight exaggeration, it was that Chevron and Lamb's encouragement and basic photography tips that got the editor headed in the right direction. Let's let Parker Lamb relate his own story:

"Although born in Alabama, I grew up in Meridian, Mississippi, which being served by the Southern, GM&O, IC and Meridian & Bigbee was a beehive of rail activity in the 1940s. My junior high school was located across the street from the Southern main line (between Birmingham and New Orleans) which was also used by IC passenger trains between the yard and depot. It was at this early age that I became a serious train watcher. Later in high school (1949-'51) I began to take still photos of equipment, but during my senior year in high school I was able to escape from my bicycle and use the family car to get out to nearby main lines.

"During my college years (1951-'55) at Auburn University in Alabama, I recorded action on the West Point Route, Central of Georgia and L&N. There were also trips to the Birmingham and Atlanta areas which yielded good photos. After graduating with a degree in mechanical engineering I served for two years as an Air force officer in Dayton, Ohio, where I was able to record the transition from steam to diesel on the NYC, PRR and B&O. Columbus, Ohio, was a particularly active hub at that time. For example, I was able to shoot the Santa Fe's 5011-class 2-10-4s which Pennsy leased during the summer of 1956 to supplement their own T1 class 2-10-4s to haul N&W coal to Sandusky.

"Moving to the University of Illinois in Urbana-Champaign in 1957 to pursue advanced studies in mechanical engineering, I soon encountered an active railfan community among other students; friends of long standing who developed during this period include Bruce Meyer, Phil Weibler, Harold Edmondson and Jim Boyd. My primary railroad contact in Champaign was a friendly IC tower operator (and avowed railfan) Dick Stair, who welcomed railfans to his workplace where we soaked up "inside" information about train movements and operating practices. My Illinois tenure from 1957 to 1961 allowed me to photograph the last of steam on IC, N&W, DM&IR, CB&Q and the Canadian transcontinentals. Of course, there was plenty of action on smaller Class I roads such as Monon, C&EI, Wabash and Nickel Plate as well as short lines such as TP&W and Bevier & Southern.

"Upon completion of my education, I began my teaching career at N.C. State University in Raleigh in 1961 and soon met Wiley Bryan, who had worked as a fireman on the Seaboard during WW II. He and I went on many photo trips together, exploring every part of the busy SAL Virginia Division (Hamlet to Richmond) as well as neighboring lines such as ACL, Norfolk Southern, Durham & Southern and Aberdeen & Rockfish. Even after I moved to Texas in 1963, Wiley and I got together for a number of trips to the mountains of western North Carolina to shoot Clinchfield and Southern action. While in Raleigh, I worked with Wiley to form a Railroad Club which met once a month for

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The two publications deal respectively with railroad development on Canada's eastern and western seaboards. **The Dominion Atlantic Railway** is the name applied to the Canadian Pacific's operations in the Province of Nova Scotia. These remain isolated from the rest of the system and currently much of the line is under threat of closure. This long-awaited volume includes coverage of the railway's 4-4-0s, 4-6-0s, 4-6-2s, 0-6-0s, various diesels, extensive bridges crossing wide estuaries, an industrial switcher and great views of the inter-working of the railway and shipping. It is now over 50 years since the last book on the **Dominion Atlantic Railway** was published but such is the interest in the line that Gary has started work on the second volume already. Timothy Horton's **The British Columbia Railway** is a natural sequel to his two previous volumes — **The Pacific Great Eastern Railway** — which covered the history of this line from its inception in 1912 until it changed its name in 1972. The current publication deals with the railway since 1972 and will be followed by a second and final volume. It is essentially a diesel work as the railway's steam power had all been retired by the time the new name was adopted. However, there are two excellent photographs of the "Royal Hudson" in operation between Vancouver and Squamish. The British Columbia Railway is one of the few main lines to operate a regularly scheduled steam excursion during the summer months.

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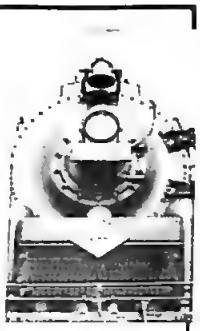

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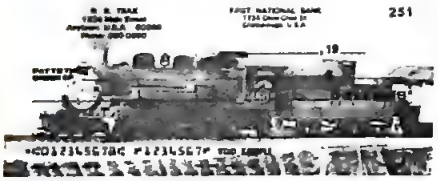

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slides and conversation. Fortunately, the group has grown and flourished and continues to be active after 27 years.

"Since moving to the University of Texas at Austin, I have been able to explore railroad action throughout the U.S. by 'piggybacking' photo safaris around numerous professional meetings. Thus, during the last 25 years I have been able to fulfill some lifelong aspirations and cover action in New England (before Guilford) and British Columbia as well as Cajon and Tennessee Pass. Inspired by the innovative work of Hastings, Steinheimer and Shaughnessy (among others), I have attempted during my 40 years of railroad photography to emphasize composition and artistic features in my action shots.

"On the personal side, I was married in 1955 to Nancy Flaherty of Meridian, and we have two adult sons, neither of whom is interested in railroads. She is a psychologist in private practice. At every opportunity she reminds my railfan friends of those early years of our marriage when she was relegated to sit in the car for interminable periods while I 'took a few photos' during unscheduled stops on cross-country trips."

Richard W. Dawson

The author of the article about the Trailer Train photo session on Cajon Pass tells his story in his own words:

"I have been a practicing railfan for about 46 of my 48 years, according to sworn testimony by my mother. I grew up on Long Island and, after the usual Lionel train set and a brief flirtation with HO scale modeling, started pursuing my lifelong involvement with the scale of 12 inches to the foot. While in junior high school, my friend Frank Carlin (now a locomotive engineer for the SP) and I would ride our bikes to the main line at Mineola where we saw the last few years of steam on the Long Island Rail Road. By this time the LIRR was down to about eight G5s 4-6-0s and three H10s 2-8-0s. We started photographing them, as well as the FM and Alco power, with Baby Brownie cameras and then a borrowed Argus C3, which we shared. We eventually got our own 35mm cameras—but only after dieselization was completed.

"I studied mechanical engineering at the University of Rochester, one of the attractions of which was its proximity to Buffalo and the Nickel Plate. Characteristically, when I arrived at the UofR in September of 1958, I learned that NKP steam operations had ended a few months before. After graduation, I worked for Procter & Gamble in Cincinnati for a few years. Although this period had little bearing on my later career it was not without benefit, for it was there that I met my wife, Loraine. In 1967 I was hired by the New York Central Railroad as an assistant engineer in the office of Chief Mechanical Engineer W.D. Edson. Bill has long been a locomotive historian of note, as has Charlie Smith, who was then Mechanical Engineer—Locomotives. Jim Claflin (now with Trailer Train) and Max Robin (an R&R contributor) were also working there at the time as draftsmen. I was initially disappointed at not being assigned to locomotive work, but I came to realize that freight cars offered a greater opportunity to do real engineering, since we were designing cars to be built in our own shops. I have been working in freight car engineering ever since and have loved every minute of it.

"After working six years at the Central, which became the Penn Central, I went to Trailer Train for several years. I then had the opportunity to assume responsibility for the freight car engineering department at a railcar manufacturer, a position notable for the brevity of tenure of its recent occupants. As it turned out, I lasted longer than the company did, which was done in by the virtual disappearance of the freight car market in the early 1980s. I returned to Trailer Train in 1984, where I am currently Assistant Vice President—Engineering & Research. Our department is responsible for establishing specifications and design requirements for new cars, research and testing activities, and the engineering of car modification, conversion and maintenance programs. This is a challenging and fascinating position, as all indications are that the revolutionary changes that have been occurring in intermodal equipment over the last ten years or so will continue in the future.

"I wrote an article for the New York Central System Historical Society concerning the testing of the NYC's Niagara locomotives and am very interested in the design

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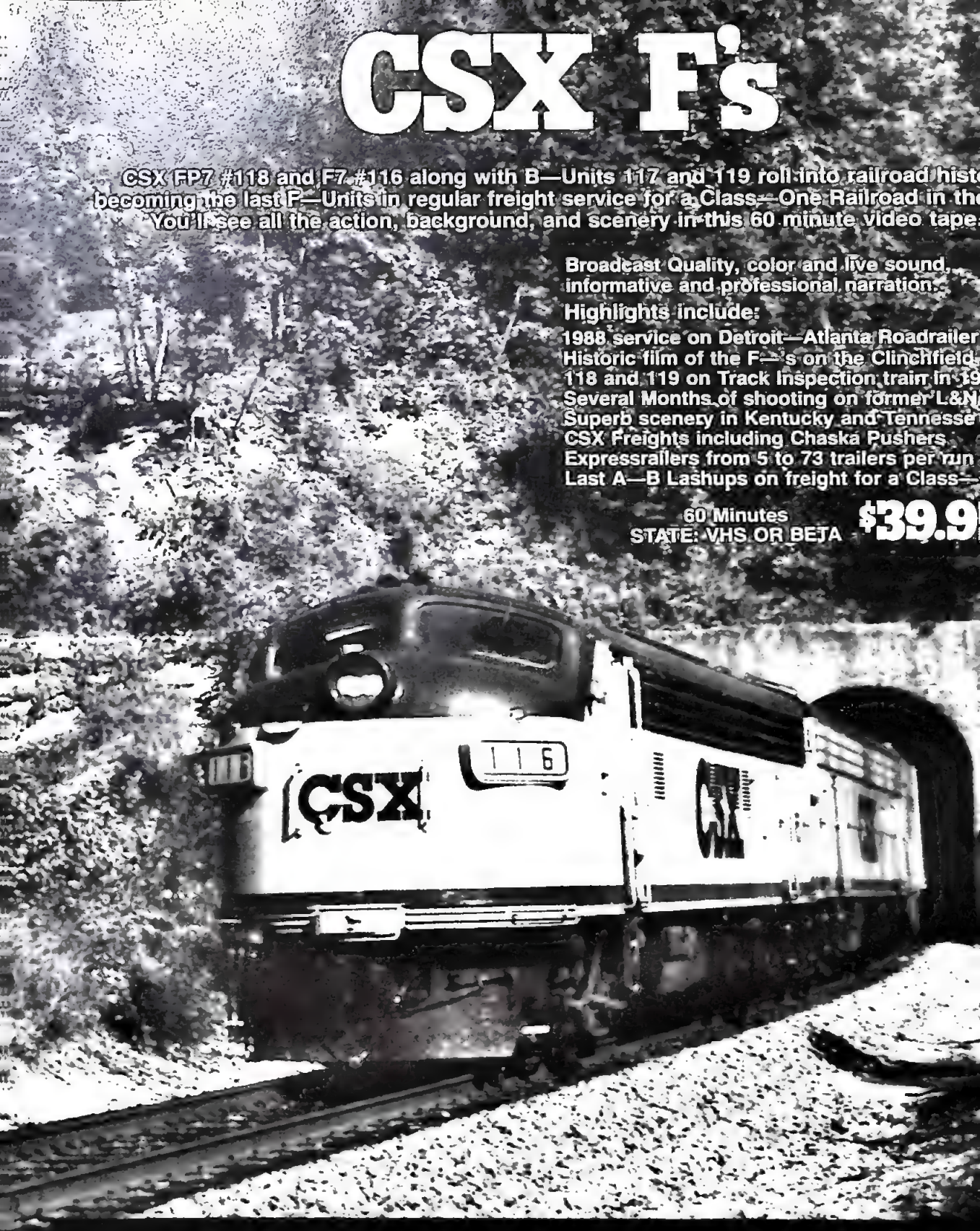

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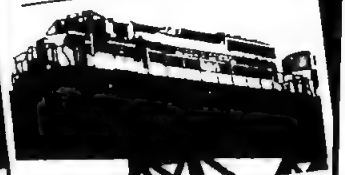

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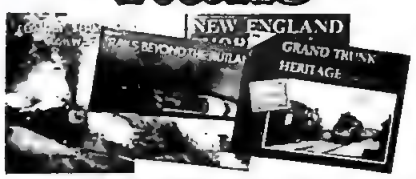

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and performance of steam locomotives. To date, I have had little success convincing Trailer Train that it should acquire a fleet of steam locomotives so as to be ready for the next time the price of diesel fuel tops $1.00 per gallon. I still enjoy railroad photography, using a Nikon FM and Nikkormat FS and a motley collection of lenses when I get a chance. Loraine and I have two teenage daughters, Janette and Jennifer, neither of whom is likely to be greatly disappointed if she never sees another railroad slide." ⇐

Videos

BY MIKE DEL VECCHIO

New Arrivals

Canadian video producer Rail Innovations (55 Parfield Drive, Willowdale, Ont., M2J 1C2) has released two new videos on very interesting subjects. Rail Innovations uses professional quality 3/4" cameras and editing equipment, and both productions are smooth and well put together. First **"The Last Days of the Newfoundland Railway"** documents the end of the 3'6" gauge Newfoundland Railway which operated in Canada's easternmost province and shut down only a few months ago. The road was best known rough terrain, unique locomotives, mixed trains and friendly atmosphere. This program takes you aboard the last regular freight and the last mixed train with views from the coaches, the locomotive cab and the "van." This a nicely done little tape on the "Newfie." 35 minutes, $39.95.

The second new release from Rail Innovations is **"The Algoma Central Railway,"** which depicts the a 300-mile Canadian freight-hauling railroad between Sault Ste. Marie and Hearst, Ontario. It also runs main line excursions year-around over its scenic route through Agawa Canyon. The equipment is attractive and colorful, and Agawa Canyon is one of the most spectacular in North America, especially in the fall. All of the footage and narration in this program was approved by the railroad, and it comes with a small collection of Algoma Central's colorful trip flyers and information. 56 minutes, $49.95.

"Convention '88, Unique Coverage by Railfans," edited by Mark Balkin and distributed by Tom Hodupski of H.S.T. Associates, P.O. Box 252, Dept.V, Springfield, NJ 07081, is a compilation of video shot by the attendees of the 1988 NRHS Convention based in New Jersey at Bound Brook. This program includes scenes from all three NKP 765 excursions, the ill-fated NYS&W trip which hit the gravel truck, the PATH and NJ Transit shop tours and the Morristown & Erie Alcos on their own railroad and on Conrail to Selkirk, N.Y. It was primarily shot on consumer grade equipment with live sound and no narration. 59 minutes, $34.95.

Feature Reviews

"Frisco 1522," by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660. VHS or Beta, VISA and MasterCard accepted, 70 minutes, $39.95 plus $3.00 shipping and handling (Ohio res. add 6% tax).

One of the more positive events of 1988 was the rebirth of Frisco 4-8-2 1522 by the volunteers of the St. Louis Steam Train Association. The 1522 made its in-service debut in July on Wisconsin Central freight trains prior to a pair of Chicago to North Fond du Lac excursions in August. It wrapped up the 1988 season with a St. Louis to Decatur, Ill., round trip in October, earning a starring role in at least four video productions through the season. "Frisco 1522" by Greg Scholl Video reflects the 7000-mile, six-month effort put into the making of the tape. It is the most comprehensive of the 1988 tapes, covering the engine from its public debut in May at the National Museum of Transport through the October Decatur trip over Norfolk Southern.

The tape is divided into three parts: Introduction, Freight Runs and Passenger Runs. The image quality is very good, as is composition. Numerous runbys are featured, including two at high speed with Ross Rowland as guest engineer. Sound quality is good, but the pride of the St. Louis Steam Train Association has proved to be too much of a good thing for any of the video companies so far. In addition to being a very handsome, photogenic locomotive, the most prominent feature of the 1522 is the noise. This engine is *loud*! It has the loud sharp exhaust that the 1500s were famous for, and it is tailor made to shut down audio systems wherever it works. None of the tapes this reviewer has seen has really done it justice. Now that this is known, those who plan to record it in the future can come better prepared.

Scholl's tape offers a nice variety of locations and scenes, excellent narration and a balance between the freight and passenger

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action. Some notable scenes are the turning of the 1522 at Stevens Point, Wisconsin—a real step back in the time machine with it's beautiful freshly painted and neat-as-a-pin roundhouse and turntable. Another nice touch is the panoramic view of St. Louis from across the Mississippi River as the 1522 runs under historic Eads Bridge on its way to Decatur. Scholl offers a nice mix of the traditional "wedge" shots and long panoramic views in which the 1522 and train resemble a well detailed model on a first rate layout.

Whether you are a Frisco fan, steam fan or whatever, this tape is well worth your time and money—DON WIRTH.

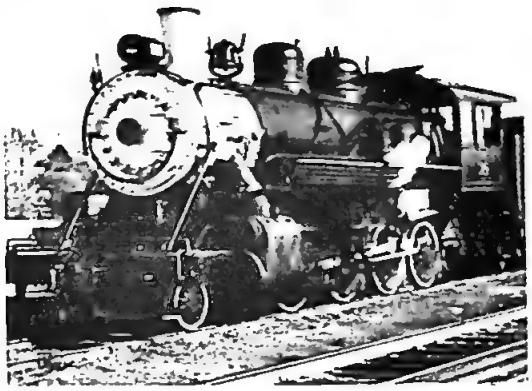
"Best of 1988," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109, VHS or Beta, VISA and MasterCard accepted, 120 minutes, $59.95.

A good way to see a lot of contemporary action for a reasonable price has been the "Best of . . ." series from Pentrex. Each of the annual programs covers highlight events put together and edited for the railfan. This 1988 program features some of the most diverse footage to date in this series.

First up is the three-day run of Cotton Belt 4-8-4 819 from Pine Bluff, Ark., to Tyler, Tx., and return. The 819's longest outing since restoration, it produced some spectacular images of main line steam. Then comes a segment on the CSX RoadRailer trains which attracted much railfan attention in 1988, and they are shown with both conventional diesel power and the famous "Clinchfield Fs" which powered them for much of the year.

Pentrex also went north for a cross section of railroading in eastern Canada, including the GO Transit commuter action around Toronto, along with VIA FPA4s, F40s, F7s and LRCs as well as the Ontario Northland's European TEE *Northlander* trainset and conventional consists with F-units for power. With a shift to Montreal, those quaint interurban-like CN m.u. cars and the unique Commission de Transport de la Cummunauté two-tone blue and white (ex-CPR) FP7s take the stage. VIA FPA4-powered trains on the Gaspe peninsula and CN main line freight and Alco-powered switching action round out a fine look at Canada.

The UP Challenger 3985's assault of Sherman Hill between Cheyenne and Laramie, Wyo., was a big event in the spring of 1988. The UP excursions are always the best trips in the business, the best way to photograph them is to buy a ticket and participate in the numerous well-excecuted photo runbys. The footage in this segment is impressive and



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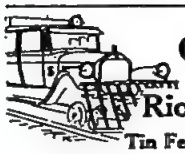

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nearly timeless, and the R&R staff can verify that we saw Pentrex's Mike Clayton riding this trip and shooting from the photo lines like any other ticket holder.

For a little variety, Pentrex goes south of the border to Mexico for an excursion from Nogales to Nacozari using FCP Montreal-built power, coaches and caboose. The railroad is still a useful travel mode in Mexico, and with the varied Alco, GE and EMD motive power, modern and vintage freight and passenger equipment, this segment gives a representative look at what train riding is Mexico is like.

There is no place quite like the Cumbres & Toltec Scenic Railroad in the autumn when the aspens are flaming gold, and this tape gives a sample of one gorgeous day on Cumbres Pass with steam. The action begins as ex-Rio Grande K36 Mikado 488 takes the eastbound tourist train up the 4% grades to Cumbres amid the brilliant foliage and then picks up the 484 on the westbound train. There's good action and great stack talk in this classic narrow gauge setting—and the locomotives today work every bit as hard as they did during 1940s.

Pentrex uses state-of-the-art camera and editing equipment and has one of the finest reputations in the field for quality and service. This program continues in the "Best of . . ." tradition of sharp images, good audio, informative but not overabundant narration and smooth editing style—M.D.

"Southern Pacific 1941," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; VHS or Beta; VISA, MasterCard and Discover Card accepted. 30 minutes, $29.95 plus $3 shipping & handling (Cal. res. add $1.95 sales tax).

This tape is the first volume of the new "Classic Collectors Series" under way from Video Rails, and it truly fits the meaning of the word "classic" from beginning to end. All of the material is from the James Orem collection shot between 1937 and 1942 in 16mm sound-on-film format. The quality of the filming is outstanding, and the vintage Kodachrome could be five years old as easily as 50.

The Video Rails editors then transferred the film to 1" video masters with a state-of-the-art Rank Cintel flying spot scanner. After editing the video, the sound lab went to work transferring the audio track to stereo, editing it, then matching it to the video. All the effort and expense paid off handsomely. The outstanding quality of this tape will set industry standards for years to come.

The action begins in the San Francisco terminal area featuring mouth-watering shots of shiny *Daylight* locomotives being readied for their trains. Steam-powered "commutes" and switching runs pass by at a steady pace, and the beautiful *Daylights* are shown entering and leaving the city, as well as at speed on the open road.

The scene then moves to the Bay where we are treated to shots of the ferry fleet in action, including the classic walking-beam engine powered *Eureka* working between San Francisco and Oakland. Next we view the Oakland Mole in its heyday as the two-year old *City of San Francisco* with its shiny EMC E2 diesel makes a regal departure from the station. From the *City's* observation car windows we are treated to a vista of the line as it leaves the Bay Area and travels up past the Carquinez Straits.

Sacramento scenes feature the *C.P. Huntington* on display followed by numerous shots of 2-8-2s, 4-8-2s, 2-10-2s and other examples of Espee's steam power in action. Roseville brings more yard action, a steam-powered rotary plow and a plethora of Espee's famous Cab-Forwards. Here are AC-8s coming, going and standing still. Passenger, freight, single and double headed—any way you can imagine them while surviving in beautiful, living color and stereo sound. Included is a quick glimpse of a prototype of the series, the AC-1.

The action moves through Colfax with more ACs on freight and brawny 4-8-2s on passenger assignments as we climb the west slope of the Sierra. Approaching the summit, we see Emigrant Gap and the beautiful snowcapped peaks in the spring, The double-headed steam slugs away at the grade toward the divide, passes Norden under snow and finally drifts down the east slope into Truckee. There is lots of helper action here, with plentiful passenger and freight movements in both directions. The film closes after a pacing run alongside a charging AC-powered freight.

As if all this isn't enough to leave any rail-fan feeling a bit light-headed and short of breath, Bill Lambert's crew ends with a teaser plugging the next tape in the series featuring the Union Pacific's "Big Boy" 4-8-8-4 steam locomotives.

Nothing will top this one, but if following editions even come close, there promises to be a waiting list as long as your arm. No summary would be complete without high praises to narrator Michael Berger for a superb job, and of course to Producer-Director Bill Lambert for a stunning work of art—AL DI CENSO.

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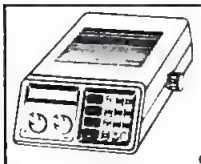

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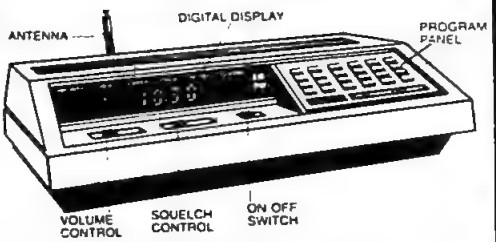

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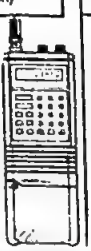

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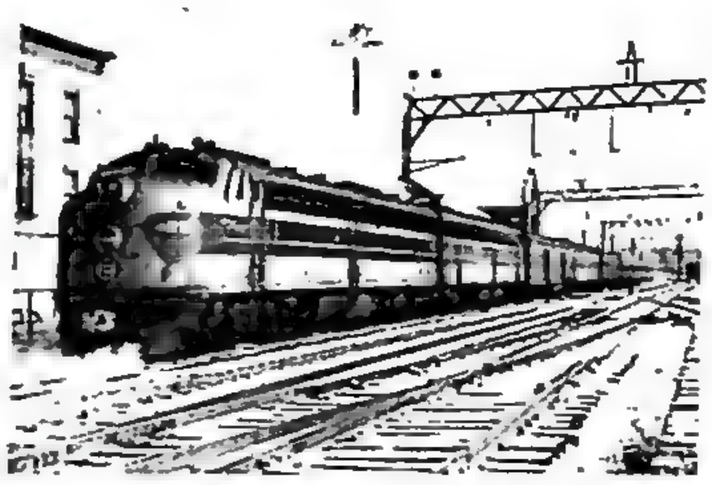

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Baltimore Orders Light

The Board of Public Works of Maryland awarded a $61-million contract on February 22, 1989, for the purchase of 35 cars for the new light rail line to be built in Baltimore. There was a bit of a flap over the contract award to ABB Traction, Inc. of Lawrenceville, New Jersey, which is a subsidiary of ASEA Brown Boveri, Inc., of Sweden. A rival firm, Breda Company of Italy, and its partner in the proposal, General Electric Corp., argued that the contract was unfairly awarded to ABB because of a mistake by the State of Maryland's Mass Transportation Administration. The contract went finally to ABB. There is a hope that several Maryland companies will get part of the contract for assembly of the cars. The AAI Corp. in Cockeysville and Knorrbrake Corp. of Rockville have an informal agreement with ABB Traction to manufacture part of the cars. AAI and Martin Marietta Corp. are competing for a contract to do the final assembly of the rail cars.

The new cars for the Central Light Rail Line will be 95 feet long. The cars are 9′-6″ wide and 12′-6″ high. Each section of the articulated cars will have two double-stream doors. Empty, the articulated car will weigh 99,000 pounds. Each car will seat 82 and have room for 184 standing passengers. Each car is expected to cost about $1.5 million.

The "issue of the month" for February 1989 has been the closeness of the light rail line to Meyerhoff Hall, the home of the Baltimore Symphony Orchestra. Governor William Donald Schaefer himself walked along the route near the hall with several consultants and aides. The governor made some suggestions that were to be checked out for feasibility. Cathedral Street, close to Meyerhoff Hall, seems to be the problem area, and the governor suggested looking at the possibility of using Howard Street instead. The controversy over the location of the line is mounting, which is not unexpected. Thanks to Marion Zych, Jr. and John Spychalski for the news.

MARC Expands Service

The Maryland Rail Commuter Service, or MARC as it is called, made a major expansion of service on Monday, February 27, 1989. Twelve new trains were added to the service between Washington Union Station and Penn Station in Baltimore; this is along former Pennsylvania Railroad trackage and is the line used by Amtrak's Northeast Corridor trains. This follows a recommendation for expansion of service throughout the day and on weekends on both the former Pennsylvania line and the former B&O line between Camden Station in Baltimore and Washington Union Station.

Work is continuing on MARC station facilities. High-level platforms are being installed for the MARC trains at Washington's Union Station. The new Bowie State College Station is providing better access to motorists, more parking, high-level platforms and much better ridership than the old Bowie Station.

In the opinion of correspondent Dahram Guruswary, the present Odenton Station is rather bad but is soon to be replaced. He feels that the Baltimore/Washington International Airport Rail Station lacks sufficient parking and that MARC should acquire some land and put in additional spaces. Just one-half mile south of the Baltimore Beltway, the Halethorpe Station is attractive to Baltimore residents but has insufficient parking. It may be difficult to expand parking at this site.

The new trains that have been added to the schedule originate at Pennsylvania Station at Baltimore at 8:45, 9:30 and 11:20 a.m. and 1:35, 4:00 and 6:25 p.m. The new trains from Washington to Baltimore depart at 7:05 and 10:15 a.m. and 12:25, 2:35, 4:25 and 7:35 p.m.

The improvements in MARC service may not be confined just to the line between Penn Station in Baltimore and Union Station in Washington. MARC service may be extended along the Amtrak line between Baltimore and Perryville, Maryland, which lies to the northeast of Baltimore. The proposed commuter rail service would begin in Perryville and run through Havre de Grace, Aberdeen, Edgewood and Magnolia and end at Penn Station. There are three round trips a day between the old B&O Camden Station in Baltimore and Washington. Recently there have been a number of complaints about late operations on these trains. There will be considerable pressure to improve performance, and service may be expanded in the future. Thanks to Marion Zych for the information.

Delays in Los Angeles

It appears that the proposed opening date of January 1993 for the Los Angeles Metro Rail system's first piece of subway is likely to be postponed. By early 1989, construction delays and contract disputes have put the project about a year behind schedule. Contractors have told county supervisors that the delays and unexpected events have increased costs on the first 4.4-mile segment of the system by 10% to 20% over the original cost estimates.

Some of the problems are due to contaminated soil around Union Station as well as difficulties in building the Civic Center station and the subway tunnels connecting Union Station to Fifth and Hill Streets. Despite the predictions of eventual cost overruns, Southern California Rapid Transit District (SCRTD) officials have noted that, so far, the project's first phase is coming in $66 million under budget. As of late February 1989, the Urban Mass Transportation Administration had committed only about $667 million of the $1.2 billion originally sought from the federal government for the construction project.

The SCRTD directors were reported to be very unhappy with artist renderings and a scale model of the new Los Angeles subway

BY GEORGE M. SMERK

Rail Cars

cars. Directors were told that they had to decide quickly on a design and color scheme for the cars before Breda Costruzioni Ferroviare can develop a full-scale model. The Italian firm holds the $53 million contract to design and build the first 30 cars.

As it turned out, the SCRTD directors did not make any decision during their February 23, 1989, look at the proposed cars. They were less than thrilled with the stark, stainless steel exterior and what was termed to be a bland beige-and-brown interior. (Maybe a little Pacific Electric red would help.) It is expected that Breda will be unhappy about the comments on its design. The SCRTD directors are certainly unhappy about what they saw. Thanks to Roger Jenkins for the news.

Chicago: Rails for the Third Millennium

Chicago is not unusual among the great cities of the United States; it is spreading farther and farther away from the original central city into a larger and constantly expanding metropolitan area that embraces many counties and many incorporated areas. The radial nature of the commuter rail system does a good job of linking the outlying areas with the Chicago Loop. What is needed for the new development, and for the 21st Century, is more of a gridiron pattern for fixed facility transit development.

Metra, the commuter rail division of the Chicago Regional Transportation Authority, is investigating a number of different corridors. As of mid-February 1989, several of these had been identified as likely candidates for more planning. The end of 1989 will see recommendations for priorities for the various lines. The investigation has embraced a number of rail lines, including the relatively lightly used Elgin, Joliet & Eastern.

The lines being reviewed include:

(1) Mundelein to Chicago: This 34.6-mile route would operate along the existing Wisconsin Central Railway freight line and would connect with the Chicago & North Western line near Des Plaines.

(2) Mundelein to Mokena: this would be a 65-mile-long route that would use the Wisconsin Central and the Milwaukee District West Line and operate along Routes 83 and 45. It would serve O'Hare Field and Oakbrook.

(3) Skokie near Old Orchard Shopping Center to Interstate 55 in Bolingbrook: This is a line along a utility right-of-way, Wisconsin Central tracks, the Tri-State Tollway, the Milwaukee District West Line and Route 83 and would be a 35-mile-long corridor that would also embrace O'Hare and Oakbrook.

(4) Mundelein to 91st Street and the Rock Island rail line in Chicago: This route would again employ the Wisconsin Central, Milwaukee District West Line plus a Conrail line. It would link O'Hare and Midway airports and have a southern terminal along the Rock Island Beverly branch.

(5) Mundelein to Route 59 in Naperville: This route would follow the Wisconsin Central rails, the Tri-State Tollway, Roosevelt Road, Route 83 and the East-West Tollway. The 52-mile-long line would link the Interstate 88 research corridor to Oakbrook, O'Hare and the north parts of the suburban area.

(6) Highland Park to Interstate 55 in Bolingbrook: This would be built along Lake-Cook Road to Route 53 south. It would also perhaps run along the North-South Tollway. The Woodfield Shopping Center area and DuPage County would be served by the 43-mile line.

(7) Lake-Cook Road to the Burlington Northern Railroad near Hinsdale: This 27-mile route would parallel Route 53, Thorndale Avenue and Route 83 linking the Woodfield Shopping Center area with Oakbrook.

(8) Waukegan to I-394 near Lansing: This is the line that would use the existing Elgin, Joliet & Eastern railroad. It would be 99 miles long and would connect nine Metra commuter rail lines, living up to its historic name, the "Chicago Outer Belt."

(9) Crystal Lake south to Aurora: This would run along Randall Road, the Milwaukee District west line, the Chicago & North Western west line, Mooseheart Road and the Burlington Northern freight line and would parallel the Fox River. It would connect four existing Metra rail lines and be 35 miles long.

(10) The Elgin, Joliet & Eastern railroad east of the Chicago Transit Authority rapid transit station at O'Hare: This would use the Northwest Tollway and the Wisconsin Central as a path. The 19-mile-line would link the Woodfield Shopping Center area to O'Hare.

It will be interesting to see what happens in Chicagoland on these projects. We'll know more when priorities are set. Thanks to David Cosgrove for the information.

A Visit to Melbourne

I got a very nice letter from Henry Nystrom discussing a recent visit he and his wife made to Melbourne, Australia. They arrived Down Under on November 15, 1988; it had been 14 years since they had last been to Melbourne, and Mr. Nystrom said that much has happened in the interim. He makes no bones about it; Melbourne is truly an electric railfan's paradise, with approximately 700 trams in daily service. About 300 of these cars are new ones that have been put into service since 1974.

In 1983, all of the metropolitan train, tram and bus services, along with the fare structures, were integrated to form one multimodal system known as MET, which is short for Metropolitan Transit Authority. All three

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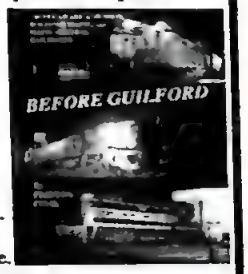

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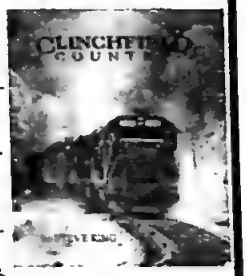

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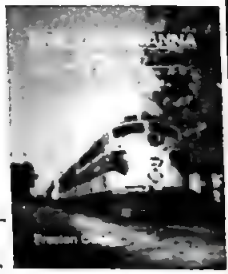

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Transit Currents

BY GEORGE M. SMERK

forms of transport can be utilized with the same ticket.

The St. Kilda and Port Melbourne light rail lines have opened since the Nystroms were there last and are most popular with passengers. The new 2000 series articulated trams are in use on the new lines; of the cars, seven are in service and 35 more are on order. The 200 series modern, double-truck trams with pantographs are also in light rail use. By the way, the pantograph is to take over from the trolley pole on the entire system.

Mr. Nystrom and his wife took advantage of the Colonial Tramcar Restaurant. They met the car at 12:55 p.m. at Nolan Street where the maitre d' greeted the 37 customers and seated them in the plush, air-conditioned restaurant. The tour and dinner lasted two hours. The fee, which included the price of the food and wine, was $50 Australian. It sounds as if the traveling railfan should include Melbourne on the itinerary. Thanks again to Henry Nystrom.

Flashes

Keep an eye on **PHOENIX**. The Regional Transportation Authority is pushing the idea of ValTrans, a rapid transit system 103 miles in length. This is proposed as an automated undertaking and would serve corridors in the East Valley, Mesa-Chandler, Central Avenue, Northeast Phoenix, Black Canyon, 44th Street and Camelback areas. While the automated rail transit system, which would be similar to that in use in Vancouver, British Columbia, is under construction, commuter rail service will be offered. Existing rail lines would be used to provide service to the East Valley, Arizona State University, downtown Tempe and downtown Phoenix. Thanks to Larry E. Miller for the information.

Feeling that monorails have been overlooked, Kim Pedersen has founded the **MONORAIL SOCIETY** (36450 Diego Drive, Fremont, CA 94536-5559). He notes that Japan is leading the way with monorails, including a system in Kitakyushu city, and Osaka is also building a system. Tokyo is also planning an extension for its Haneda system. He notes that the city of Santa Clara is working on a proposed system that would connect with the light rail line, the convention center, Great America theme park and some industries in Silicon Valley. The proposed service might even be expanded to the San Jose Airport.

Roger Jenkins writes that the **SAN DIEGO TROLLEY** hopes to open part of its East Line to La Mesa at the end of May 1989. Management figures it will be able to open the line all the way to El Cajon in July. As of early 1989, car availability appeared to be a possible problem in getting the line open. The first of 15 new cars for the East Line was dedicated in February. The new carbody shells are manufactured by Siemens/DueWag in Dusseldorf, West Germany, and shipped to Sacramento for assembly. The completed cars are then taken to San Diego for testing and eventual service.

The old **HAGERSTOWN & FREDERICK** once operated electric cars between Thurmont and Frederick, Maryland . . . the last one being in 1954. Ed Metka, chairman of the Bring Back the Trolleys Committee, found one of the H&F cars rusting away in a wooded area in Frederick County. The committee envisions the old car as the centerpiece of a trolley system for the 1990s. Citing costs as a major problem, the mayor of Frederick is not convinced that a resurrected trolley system is a great idea. The Bring Back the Trolleys Committee wants to rejuvenate the trolley line along four miles of existing trackage from the vicinity of east Patrick Street in downtown Frederick to Wormans Mill, which is a planned development of 224 acres northeast of Maryland Highways 355 and 26. Thanks to Dave Crawford and Sidney W. Earle, Jr., for the news.

Ridership is down on **NJ TRANSIT** rail services. Some of the riders feel the service is undependable. Citing a loss of about 10% of its riders, NJ Transit officials are deeply concerned about the erosion of traffic. Some contend the drop is a result of the loss of jobs in Manhattan due to the October 1987 stock market crash. Also adding to the problems are a fare increase and some poor service during the summer of 1988. Some action is needed soon. Thanks to Al Algovino, Jr. for the information.

The Joliet, Illinois, city council plans to tear down and replace platforms at the venerable **JOLIET UNION STATION**. This is part of a $3.5 million renovation of the 77-year-old station, which is expected to be a centerpiece of downtown renewal. The station is the outer terminal for two of the Regional Transportation Authority's Metra Rock Island and Illinois Central Heritage line commuter rail services. Thanks to Steve Scalzo for the news.

The attitude known as **NIMBY** (Not In My Back Yard) is working in Dallas along the MKT Corridor. Leaders of the community of Oak Lawn and others along the Missouri-Kansas-Texas railroad corridor are absolutely opposed to the establishment of a rail transit route along the line. The MKT corridor is seen as an alternative to locating a line on the surface along the North Central Expressway corridor. Controversy appears to have replaced action in Big D.

May 6, 1989, will have seen an election in **DALLAS** for city offices. The troubled Dallas Area Rapid Transit may gain or lose as a result of who takes office; some of the candidates are strongly opposed to the DART rail system, others are friendlier. If DART is ever to achieve anything at all, much will depend on the people elected to office. ⊂

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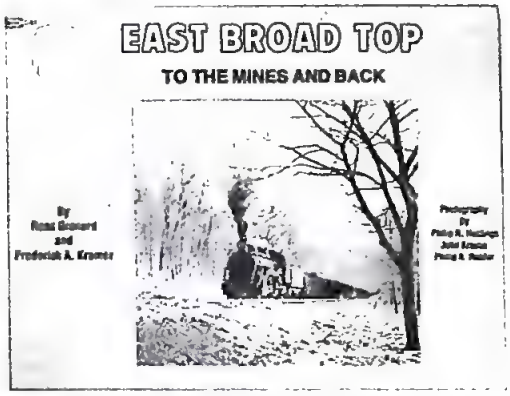

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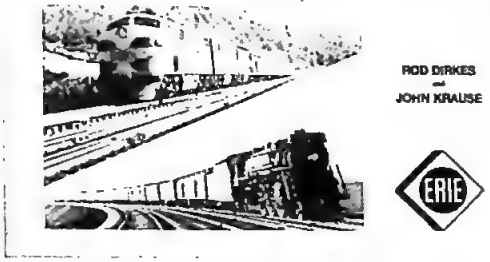

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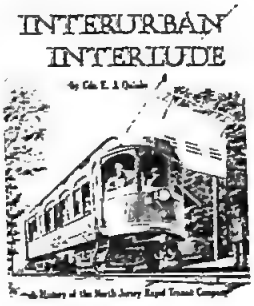

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Railnews

CONRAIL CHAIRMAN JAMES A. HAGEN In early April 1989, Conrail announced that James A. Hagen would replace Stanley E.G. Hillman as its president, chairman and chief executive officer. Mr. Hillman succeeded the late Richard Sanborn who died of an apparent heart attack on February 12, 1989, only six weeks after taking over the chairman's seat from L. Stanley Crane.

James Hagen comes to Conrail from the position of president and chief executive officer of CSX Distribution Services, coincidentally, where he also succeeded Mr. Sanborn as president and chief executive officer.

Mr. Hagen is no stranger to "big blue;" he was president of the United States Railway Administration which formed Conrail in 1976 from six bankrupt Northeastern railroads. He left the USRA in 1977 to join Conrail and became a top marketing executive. He left Conrail in March 1985 for CSX. Well-known for his marketing background, the opinions in the industry are generally favorable toward the decision. Chairman Hillman publicly stated, "Mr. Hagen is dedicated to continuing specific programs initiated by Mr. Sanborn in strategic planning . . . and customer service."

PULLING THE PLUG ON VIA A heated battle is going on in Canada concerning the future of national rail passenger service in general and VIA in particular. The Canadian government is under pressure to reduce its federal deficit, and VIA's $600 million annual subsidy is an easy target for trimming. After the late March 1989 announcement that the government wanted to "pull the plug" on VIA, people's opinions ran high in favor of VIA—not only to continue it, but to modernize and renew its old equipment and physical plant. While many speculate that VIA won't operate much longer, it will not die without a fight, and influential people have spoken up. Jean Pelletier, mayor of Quebec City, described the situation as "like someone who sees his car as too old; instead of changing it, decides to travel on foot instead."

Almost none of the decisions made now can effect VIA this year, as its 1989 operating budget has already been appropriated. Also, dismantling VIA will not happen quickly, as provincial and municipal governments are willing to financially aid VIA somewhat. Maybe what's needed is a restructuring. If VIA goes, Canada would be the only industrialized country in the world without a national passenger service.

A NEW BN PAINT SCHEME If Burlington Northern's motive power is looking brighter these days, it's thanks in large part to the railroad's contracted repaint program with the Livingston Rebuild Center, which operates in the former-NP shops in Livingston, Montana, alongside (but not related to) Montana Rail Link's running repair shops. The LRC is doing a full cosmetic upgrade on the BN units, including any necessary sheet metal work to repair minor damage. Fourteen units had been released in the traditional BN scheme by February 1989, but following a March meeting with BN officials, the LRC has been turning out units in a modified scheme (page 2) which replaces the white diagonal nose stripes with a large BN herald, plus a solid white cab face and anticlimber, all in an effort to increase visibility to motorists at grade crossings. While BN is reportedly repainting units in its own shops as well, the LRC is the only one presently applying the modified version.

Units already out in the new BN scheme are GP50 3153, SD40-2s 7826 and 7848 and C30-7s 5001 and 5538. Others are due for similar treatment through the end of the year. It is *not* yet known whether this scheme will become the system standard nor if it will be applied to BN's upcoming order of 100 leased North American cab SD60Ms.

CHICAGO MISSOURI & WESTERN Perhaps spelling an end for the CM&W's red & maroon livery, at least half a dozen of the railroad's units are wearing a new NKP-inspired black & yellow scheme (page 2) as of mid-April. It features a red CM&W herald on the cab sides. VMV Enterprises of Paducah, Kentucky, performed the paint jobs, along with some minor mechanical work on a batch of CM&W's units. They report that the batch of repainted units were handled as a one-off experiment for the CM&W, which is considering a simpler and less expensive paint scheme than its jazzy red & maroon pinstriped scheme that was applied to two GP40s in 1987 (page 4, October '87 R&R).

KANSAS CITY SOUTHERN Begun with an "experimental" paint job on SD40-2 852 in the spring of 1988, the Kansas City Southern has apparently decided to go with a new image of gray instead of white diesels. The first group of units to get the "official" new livery is ten GP38-2s (4012-4021) from Mid-America Car in Kansas City, Missouri. Deliveries began in March 1989 (page 2). Reportedly, unit 4012 was outshopped with the "KCS" on the carbody side painted yellow. The following day, the yellow lettering was changed to red, and all subsequent units have had a red "KCS." These ten are part of twelve units, former B&M 200-211, acquired by Helm Leasing from Guilford in early 1989. MAC did the rehab and painting. The whereabouts of the other two has not been reported at this time.

Ten SD60s (714-723), to be built in late 1989, will also be in gray. Interestingly, the original order specified a "white-red-black" paint job but was later changed to "gray-black-yellow."

Incidentally, KCS sold two of its remaining F7As (4057 and 4063) to Mountain Diesel in Denver earlier this year.

SUSQUEHANNA To keep in touch with employees, shippers and municipal officials along the D&H, a five-car Susquehanna business car train made round trips out of Binghamton during February with President Walter Rich and his staff on board. It ran to Rouses Point and back on the 15th and 16th, to Scranton's Taylor Yard and back on the 17th and to Buffalo and back on the 18th and 19th. Motive power was Dash 8-40B 4008.

On April 6, 1989, newly rebuilt Alco C430 3000 was returned to the NYS&W after undergoing restoration at the Rome Locomotive Works in Rome, New York. One of five C430s acquired by the NYS&W during 1982-'83, the 3000 is presently the only big Century in active service. The 3004 (wrecked at Norwich, N.Y., in February '87) and 3008 (retired in 1986) have been scavenged for parts and scrapped, with the 3004's prime mover and generator going toward the rebuilding of the 3006, which is now at Rome Locomotive. C430 3002, damaged from a February 1987 wreck, still sits at NYS&W's Binghamton, N.Y., yard.

Befitting its new status as the NYS&W's preferred excursion engine, the 3000 ran two days of successful break-in trips for the 19th Annual Central New York Maple Festival in Marathon, N.Y., April 8-9. The train ran with the 3000 on the south end, and D&H RS36 5023 (still wearing lighting stripe scheme) on the north end. Sandwiched in between were seven cars including Susquehanna's two domes. Departing Binghamton both mornings at 8:00, the train ran to Marathon on the NYS&W Syracuse Branch. Three short trips were then run north to Cortland. The hour-and-a-half round trips were used both as an attraction and a shuttle service for those attending the festival.

And, if you wanted to catch Alco fever, checking out the Susquehanna's Binghamton yard at the end of the day provided not only views of the 3000 and the 5023, but four other Alcos as well. These included the running high-nose C420 2010, the wounded C430 3002, two stored RS3s (yellowjacket 104 and Delaware Otsego maroon & gold 103—CHRIS HAUF.

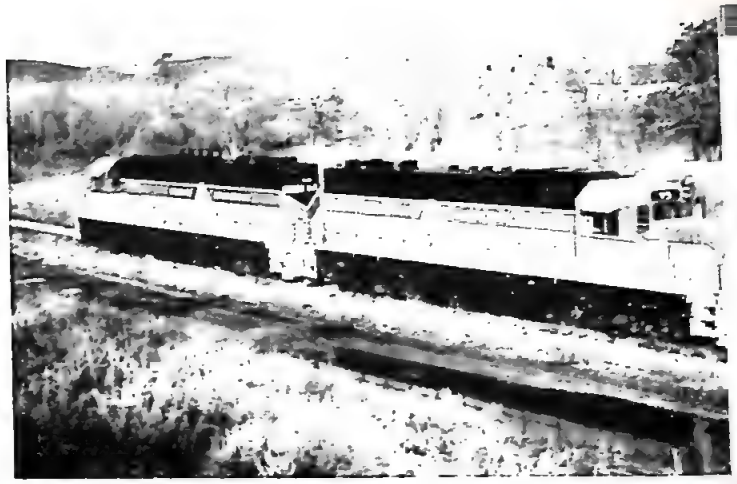
BAR DIESELS Things are about to happen with two of the the Bangor & Aroostook's better-known diesels. Retired BL2 557, the *American Railfan*, 557 has been donated to the Coles/Maine State Transportation Museum near Bangor. It is interesting that a piece of railroad equipment will be included in a museum funded in part by the Coles Trucking Company.

The BAR's last serviceable F3, 42, finally gave up the ghost with electrical problems which the railroad considers too costly to repair. The unit is being put up for sale. The RAILFAN JINX seems to have struck again. We saw the 42 in service on December 9, 1988, printed a photo in the March '89 MARKERS and wished her a long life. Sorry 'bout that.

Locomotives coming *onto* the BAR include ex-Santa Fe GP7u's 2023, 2175, 2205 and 2227, which were purchased from National Railway Equipment of Dixmoor, Illinois, and delivered via Guilford on March 15, 1989. BAR's four recently-acquired ex-MoPac GP38s, numbered 95-98 (formerly MoPac 2006, 2003, 2007 and 2004, respectively), have yet to reach home rails; coming off the UP, they were overhauled and painted in BAR colors by independent rebuilders (the 96 was completed at Kyle in December 1988) but were suddenly

ROGER COOK

BILL McBRIDE



BAR DIESELS that have yet to reach home rails are the four ex-MoPac GP38s (95-98), which were overhauled and painted in BAR's black, maroon & gray by independent rebuilders in late 1988. During their delivery run east, the power-short D&H quickly put the touch on BAR for the fresh Geeps, and as of April 1989 they were still on lease to the D&H. The 97 and 95 (above) were leading D&H train BUAY out of Binghamton's Conklin Yard on November 6, 1988.

CHRIS HAUF

SUSQUEHANNA C430 3000 returned to service on April 6, 1989, after being rebuilt at the Rome Locomotive Works. It's shown (right) at Marathon, N.Y., on April 8 with the 19th Annual Central New York Maple Festival excursion. The big Alco's black & yellow livery was revised to match the color alignment on NYS&W's newer units (the black top extends further down the side). Company President Walter Rich hosted a series of specials out of Binghamton, N.Y., during February for employee, shipper and civic relations. Returning from Buffalo on the 19th, the train (above) ran around a Conrail freight at Gang Mills, N.Y. Dash 8-40B 4008 powered the business special while guests viewed NYS&W, D&H and Conrail trackage from theatre-observation-dome car 509.

pressed into service on the power-short D&H as they were headed for the BAR. Apparently, BAR management felt they could generate a more immediate income from the four Geeps by leasing them to the D&H, and at press time, it was not known how much longer it would be before they'd continue on to their new home in Maine.

PHASE II OF SURF LINE REHAB On April 2, 1989, Phase II of the Los Angeles to San Diego (LOSSAN) rehabilitation project on Santa Fe's San Diego Subdivision was launched. During 1989, $11 million in trackwork will be performed between Santa Ana and San Juan Capistrano, including new ties and ballast, upgraded signal equipment, rubberized grade crossings and a new bridge in Irvine. Most significant will be the loss of all those 38-foot jointed rails, as new 1440-foot sections of continuous welded rail will be installed.

Because Amtrak's 16 daily *San Diegans* occupy the Santa Ana to San Juan Capistrano segment of the Surf Line between 6:30 a.m. and 10:30 p.m., the majority of the LOSSAN Phase II work will take place at night, requiring the use of mobile floodlight units. Santa Fe's schedule for the project calls for the rail and tie changeouts to be completed by the end of April, at which time reballasting will begin, with switch renewal and grade crossing work to be done between June and August. The bustle of Santa Fe work trains up and down the Surf Line will be a boon to railfans as freight trains there typically run only at night. In fact, night time trackwork may force regular freights to operate during daylight hours, as was the case during Santa Fe's Surf Line tie renewal project of 1983.

In all, $44 million will be invested in the San Diego Subdivision's rehabilitation over a four-year period, funded by Amtrak, the California Department of Transportation, Santa Fe Railway and Los Angeles, Orange and San Diego counties.

AMTRAK'S ATLANTIC CITY SCHEDULE The new Amtrak service between Philadelphia, Pa., and Atlantic City, N.J., mentioned in the June 1989 RAILNEWS, is scheduled to begin on May 23. The 60-

mile line will see five round trips per day with departures from Atlantic City at 7:00 a.m., 12:50 , 2:10, 5:00 and 7:40 p.m. Philadelphia departures will be 9:30 and 11:01 a.m., 3:20, 5:25 and 7:25 p.m. The typical running time is about an hour and a half in each direction. Connections are made at Philadelphia with regular Corridor trains to New York or Washington. The diesel-powered *Atlantic City Express* trains will have San Diego-style rebuilt-Metroliner cab cars for push-pull operation and will feature reserved seating with coach and First Class service. Fares will be $15.00 one way and $25.00 round trip; round trips during the first month will be only $19.00. The promised NJ Transit commuter service on the line has been at least temporarily postponed due to a budget crunch.

ROCK ISLAND E6 EXCURSION The Omaha, Nebraska, Camerail Club will celebrate its 40th anniversary with a passenger excursion on Saturday, July 22, 1989, led by Rock Island E6 630. Restored in *Rocket* paint by the Smoky Hill Railway & Historical Society in Kansas City (December 1988 RAILNEWS), the 630 will be making its first revenue trip, operating over the Iowa Interstate Railroad's ex-RI trackage between Council Bluffs and Atlantic, Iowa. The special is scheduled for a mid-morning departure from Council Bluffs and a mid-afternoon return from Atlantic, with photo runbys and a light lunch en route. Tickets ($40.00 per person) are on sale on a first-come-first-served basis, and there will be a banquet ($9.00 per person) that evening after the trip. For tickets (make checks payable to Camerail Club) or information, write to: Camerail 40th Anniversary, P.O. Box 791, Columbus, NE 68602-0791.

FLOOD HITS TEXAS STATE RAILROAD Several hundred feet of track was undercut and four bridges were damaged on the Texas State Railroad as a result of a March 28, 1989, flood caused by a 13-inch rainfall in the area surrounding Rusk, Texas. Since the TSR is a weekend tourist operation, no trains were out on the road at the time. Most of the damage was within five miles of Rusk, the east end of the line and site of the shop and operating headquarters. As reported by TSR Superintendent Curtis Pruett, "based on the height of the track . . . and the debris in the trees, the surge of water had to be 14 to 15 feet high as it washed across the track west of Beans Creek Bridge." Bridges 1, 3, 4 and 5 were also hard hit, but Pruett estimates that everything west of Bridge 5 can be repaired by the TSR staff.

Luckily, TSR's Baldwin 2-8-2 400 and Alco MRS1 No.8 were both in Palestine, at the west end of the line, along with six cars at the time of the flood, so not all of the railroad's equipment was trapped at Rusk. Until the bridges and the east end of the line are back in service, the 400 will be handling two 15-mile round trips each on Saturdays and Sundays from the Palestine depot, located 3½ miles east of Palestine. Departure times will be 11:00 a.m. and 2:00 p.m. At Jarvis, roughly seven miles east of the Palestine depot, the engine will be wyed for the return trips. The moonlight trips originally slated for April and May have been canceled, but September's moonlight trip is still scheduled. Tickets for the short trips will cost $6.00 for adults and $4.00 for children 3 to 12 years old. The Palestine trains can carry only 480 passengers per trip, so reservations will be very important. They can be made between 8:00 a.m. and 5:00 p.m. seven days a week by calling 800/442-8951 (in Texas) or 214/683-2561.

BOUND FOR THE U.S.A. Robert Bell, director of the Valley Railroad Co. of Essex, Connecticut, and David Conrad, the railroad's chief mechanical officer, were both on hand to inspect the construction of their SY-type 2-8-2 at China's Tangshan Locomotive & Rolling Stock Works in early April 1989. Bell and Conrad have spent three years working with a professional engineer to convert Chinese specifications for the SY-type 2-8-2 (Tangshan's only standard-gauge model) from metric to English units, then modifying them as necessary to meet American Society of Mechanical Engineers (ASME) and FRA boiler steam specifications. The Hartford Boiler Co. will perform the official inspection once the engine is delivered, and one of their representatives has been inspecting the work in progress.

Bell says the construction is only about a week behind what had been hoped for and that the engine should be complete and ready for shipment by mid-May. Except for right-hand drive and minor engineering alterations to meet ASME and FRA requirements (which won't be obvious to the average person), the Valley Railroad's new engine is being built right along with an order for China's Ministry of Railways. The boiler, stack and other parts were seen scattered about the Tangshan complex with chalk markings reading "USA." Any speculation that the engine will be modified to look more American or backdated is erroneous.

As an aside, the Tangshan works is still very actively building steam locomotives and has published a slick color brochure which solicits orders and expounds the capabilities of the shop—GREG NAZAROW.

CP AND CN A new element in the fast-changing world of western Canadian railroading has been the exchange of four branch lines between the CN and CP. Based on the recommendations of studies made during the late 1970s, by May 1988 the CN had acquired 81.4 miles of former CP line while the CP had taken over 85.7 miles of CN trackage. All of these lines are in Saskatchewan and were upgraded by their original owners before they changed hands.

The purpose of these exchanges was to maintain service on viable portions of particular branches while allowing the sections without traffic to be removed. In all, more than 160 miles of railway that did little more than connect the useful parts of the branches with the rest of the original owner's system have been abandoned as a result of these four exchanges. Former CP trackage that was transferred to the CN involved 51.7 miles of the Colonsay Subdivision between Dilke and Amazon, and 29.7 miles of the Matador Subdivision between Wartime and Kyle. In the process, another 73.3 miles of trackage from these branches was abandoned. However, CN had to construct a new 8.5-mile connection to reach the Colonsay Sub. Former CN trackage transferred to the CP involved 28.4 miles of the Dodsland Subdivision between Dodsland and Smiley, and 57.3 miles of the Gravelbourg Subdivision between Mossbank and Hodgeville; a whopping 163.6 miles of excess trackage from these two lines was abandoned.

More exchanges are reportedly in the works. If current proposals are carried out, the CP will acquire some 354 miles of CN branches in southern Saskatchewan, while the CN will take over nearly 100 miles of CP line in the northern part of that province. As proposed, these changes will allow the abandonment of an additional 80 miles of track. Because of the increasing concentration of the grain elevator system—a concentration that will be encouraged by the proposed establishment of unit train rates for grain—further changes are likely to occur with startling rapidity—CHARLES BOHI and LESLIE KOZMA.

WISCONSIN CENTRAL 587 Not to be confused with the NKP Mikado of the same number, Wisconsin Central SDL39 587, one of ten such rare six-axle units originally rostered by the Milwaukee Road, led a round trip two-car Waukesha-to-Neenah, Wisconsin, excursion for the World's Greatest Railfans Eastern Mini-Convention on April 8, 1989. Photo stops were made at the Fond du Lac shops and on Byron Hill outside of Hamilton, and a side trip by bus took convention goers to the Wisconsin & Southern shops at Horicon. The "WGRF" is an association of railfans who specialize in locomotive roster photography.

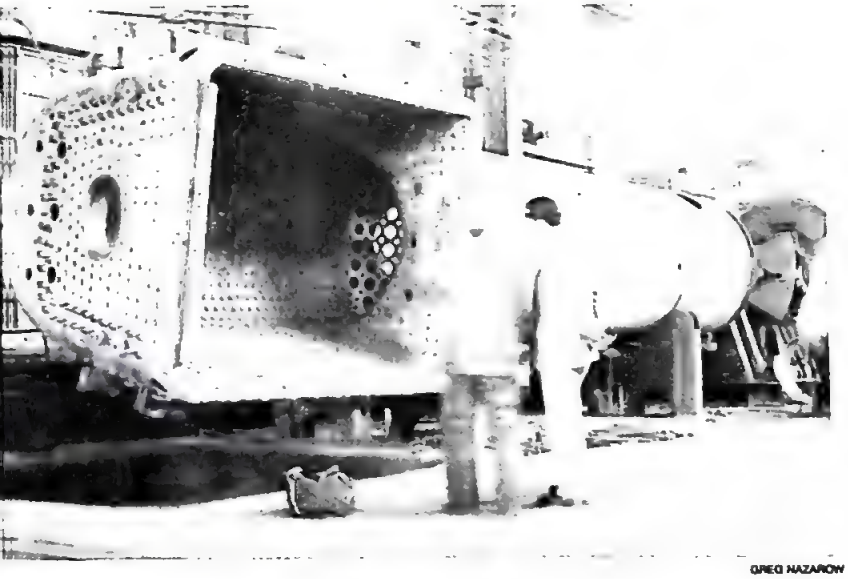
LAONA & NORTHERN'S 4-SPOT Recent renovations to Vulcan 2-6-2 No.4 of Wisconsin's Laona & Northern Railway have readied the famous "4-Spot" for a busy summer of operation on the L&N's 5-mile line out of Laona. In 1987, No.4's rear axle and wheels were sent to the Green Bay & Western's Green Bay, Wisc., shops for machining, and 203 new hand-rolled flues were installed. The boiler was sandblasted and coated with an epoxy liner in 1988. The tourist line's passenger cars are currently being refurbished, as well.

Now maintained as part of the Camp 5 Museum Foundation, the steam train is scheduled to run four times daily, except Sundays, from June 17 through August 26, 1989, with a special opening over the Memorial Day weekend, May 27-28. Passengers unload at the Camp 5 farm complex where railroad and logging memorabilia is displayed. There are also native American crafts, audio-visual presentations, snack and beverage service and optional half-hour hayrack/pontoon boat rides through a natural bird refuge.

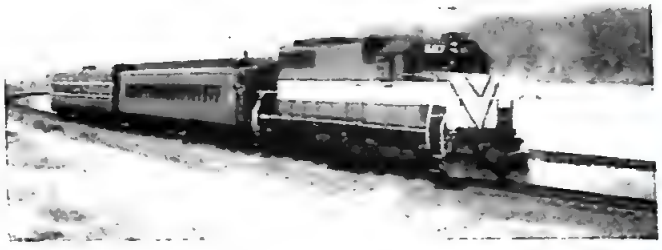
OLIVE GLASGOW

LAONA & NORTHERN'S 4-SPOT waits at Camp 5 (above) as riders board the train's two coaches and caboose. The 2-6-2 has been overhauled in time for a busy summer season on the Wisconsin tourist line.

JIM BAUER



GREG NAZAROW



WISCONSIN CENTRAL 587, an ex-Milwaukee SDL39, led a WGRF special down Byron Hill (above) near Hamilton, Wisc., on April 8, 1989.

BOUND FOR THE U.S.A., the boiler/firebox portion of the Valley Railroad's new SY-type 2-8-2 (left) was being inspected at China's Tangshan Locomotive & Rolling Stock Works on April 3, 1989.

Opened in 1902, the L&N is one of the last of Wisconsin's lumber company short lines. In 1965, then-owner Connor Forest Industries initiated tourist operations with a 17-mile round trip handled by the 4-Spot, two coaches and three rebuilt cabooses. The 4-Spot was built by Vulcan Iron Works in Laona in 1916 as Fairchild & Northeastern No.12, was leased to the Central Wisconsin from 1920 to 1925, sold to Birmingham Rail & Locomotive and finally to the L&N in September 1926.

ANOTHER "BASH 8-40B" Eight months after NYS&W Dash 8-40B 4006 was wrecked in a grade crossing accident (page 57, November '88 R&R), sister unit 4004, together with D&H GP40-2 227, NS C30-7 8058 and NYS&W SD45 3622 on D&H eastbound symbol SU-11, plowed into the rear end of D&H symbol SC-KN at Elnora, New York, between Schenectady and Mechanicville on B&M trackage on Easter Sunday, March 26, 1989. The cabooseless SC-KN had stopped so the crew could inspect a malfunctioning car, and while the conductor of SU-11 later acknowledged that he had seen a red signal, the engineer's position in the matter won't be known until a full investigation is completed. The NTSB determined that SU-11 was moving at only 20 m.p.h. at the time of the collision. Both crewmen escaped with only minor injuries. Six D&H cars were destroyed, and of SU-11's four units, the 227 was totaled, the 4004 has been deemed salvageable, the 8058 is under repair and the 3622 was back in service the very day of the wreck.

Though one of the original four GEs is now out of service, 20 more Dash 8-40Bs are slated for delivery beginning in late April. Numbered evenly from 4010 to 4048 (following the NYS&W's tradition of even numbers for m.u.-equipped diesels), the new GEs will all be painted in NYS&W yellow and black. They will see use on the stack trains to New Jersey as well as helping out on the NYS&W's operation of the D&H.

Canadian

by Bruce Owen Nett

PHOTOGRAPHY BRUCE OWEN NETT, EXCEPT AS NOTED

"Is this the best railroad job you've ever had?"

"You'd better believe it!"

So spoke Fred J. Green about his new position as general manager of the Canadian Atlantic Railway and of his responsibility for making it a viable part of the transportation industry in Maine and the Maritimes.

Canadian Atlantic Railway is the name for a recently established CP Rail business unit that covers all activities east of Megantic, Quebec, including the old International of Maine Division and all CPR trackage in New Brunswick and the former Dominion Atlantic Railway in Nova Scotia. The formation of CAR, on September 1, 1988, was a second generation restructuring of CP Rail. Two years ago the company had taken steps to modify its business structure, recognizing that there is a significant difference in the commodities carried in western and eastern Canada. Traffic in the West consists mostly of heavy products such as grain, coal and sulfur, while in the East one is more likely to see basic shipments such as lumber, steel, paper and intermodal-adaptable goods. From a marketing point of view, the decision was made to create two management units. That portion west of Thunder Bay, Ontario, became know as the Heavy Haul System (HHS) while eastern lines gained the name Intermodal Freight Systems (IFS). This realignment made it possible for the marketing groups to concentrate on what they were good at and what took place in their back yards instead of having to deal with everything.

As the management of IFS, headed by Executive Vice President R.J. Ritchie, began their task of better utilization of its resources, they began to see that a further restructuring was in order. Although many products carried throughout the IFS system were the same, the quantities could differ. While a plant in Ontario, as an example, might routinely ship a dozen cars a day, in the Maritimes there might only be a car or two—and on an occasional basis at that. There was also much evidence that there were potential customers who rarely used rail service but certainly should be doing so. In central Canada the marketing approach was to keep on with well-established programs, while in Maine and the Maritimes it would be a case of almost starting from scratch. The targets would be different, and the approach to those targets would require a different game plan: get in and dig out a car here and a car there with special

Pacific's Maine Line

The story of CPR's International of Maine Division: Part Three.

emphasis on getting to those concerns which should be shipping by rail, but "get that traffic off the highways." Under these guidelines, the Canadian Atlantic was born.

By the time the announcement was made on September 1, 1988, that the Canadian Atlantic was in existence, Fred Green had been on the job for about two months, having come to CAR from a CP Rail assignment in Vancouver. He didn't come to eastern Canada as a Westerner with little or no knowledge of the East, however, as he is a native Newfoundlander.

Green took a close look at the CAR territory and recognized that the lines were not heavily traveled and that what industry existed was spread over a fair sized piece of geography. He also noted the characteristics of the area back at the Turn of the Century had led to numerous lines being built all over western New Brunswick for passenger transportation.

"All of these facts, when IFS looked at them," Green said, "made it essential to set up a group that would be distinct and would live in the Maritimes and work there as well."

Offices were established in Saint John, New Brunswick, and Green set to work establishing his team. Superintendent Brian Wilson had come to Saint John a few months earlier and was instrumental in the planning of CAR. John Dakin also transferred to Saint John as manager of marketing and sales and immediately started to build a stronger staff.

As CAR began to take shape, Green determined that two things had to be done. First was the need to immediately inform the employees of what was taking place and to put to rest their apprehension about CAR—what it was and what their part would be in it. To this end, steps were taken to meet with employees on the very first day in a series of meetings held in Nova Scotia, Saint John and Brownville Junction. Air service was used to reach the three meetings, and at the end of that first day it was clear that a major problem, that of employee morale, was laid to rest. This writer attended the Brownville meeting and can report the complete turnaround of employee feelings during the two hour session which was hosted by CP Rail Vice President-Operations and Maintenance (IFS) G.A. Swanson. As the meeting was about to start there were the expected "here we go again" attitudes of many of the waiting employees. Two hours later, the meeting ended with these same employees on their feet applauding what they had heard. And what they liked most was word that they would continue working just as they had been doing. There would be no short line operation staring them in the face, and they would still receive all CP Rail benefits. In fact, they were told, there would probably be some new employment opportunities. (There have been, too, as some new trainmen have been hired, and there have been engineman classes held as well).

The second program that the new management team set in place was a determined effort to improve train schedules and to let the customers and poten-

HEAVY ROAD POWER on the Canadian Atlantic is CP Rail six-motor Montreal "Alcos" like M636 4708 (left) and C630 4502 shown departing Brownville Junction westbound. Also at Brownville (below), C630 4570 and M636 4700 idled with RS18 8769.

tial customers know about it. Word soon got out that there would be some changes made. No longer would customers be approached with the old attitude of "give us your traffic and we'll see what we can do to move it along." An announcement was made that there would be a new fast train between Saint John and Montreal. It would basically be an overnight service in both directions and would operate on an expedited schedule. The only stops made would be for crew changes at McAdam, Brownville Junction and Megantic.

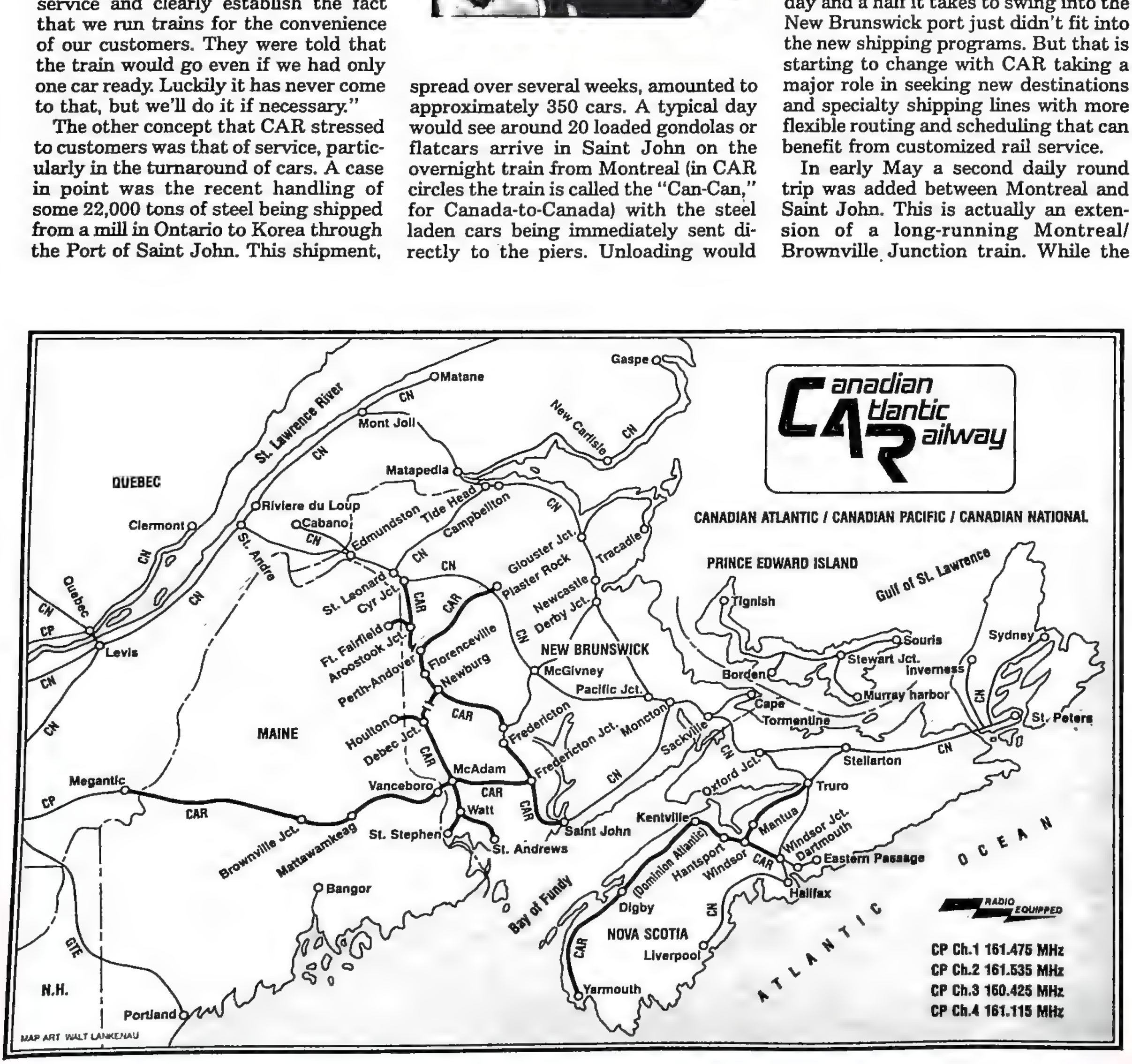
"What we wanted to establish in our customers minds," Green said, "is the fact this train would go no matter how much traffic we had for it. I wanted to establish a feeling of reliability in our service and clearly establish the fact that we run trains for the convenience of our customers. They were told that the train would go even if we had only one car ready. Luckily it has never come to that, but we'll do it if necessary."

The other concept that CAR stressed to customers was that of service, particularly in the turnaround of cars. A case in point was the recent handling of some 22,000 tons of steel being shipped from a mill in Ontario to Korea through the Port of Saint John. This shipment,

spread over several weeks, amounted to approximately 350 cars. A typical day would see around 20 loaded gondolas or flatcars arrive in Saint John on the overnight train from Montreal (in CAR circles the train is called the "Can-Can," for Canada-to-Canada) with the steel laden cars being immediately sent directly to the piers. Unloading would start at once, and while this was taking place the cars would be serviced by CAR car knockers and would be on their way back to the shipper that same night. This is a process that doesn't happen too often at the larger terminals. It didn't take long for this fast turnaround to come to the attention of the shipper and other interested parties.

Saint John's magnificent port facilities play a major role in CAR's plans. Until a few years ago the port was a busy place with ships from all over coming in and out. But in recent years, a change in the sailing patterns of the larger steamship companies left Saint John behind. The big companies had established "global" routes, and the extra day and a half it takes to swing into the New Brunswick port just didn't fit into the new shipping programs. But that is starting to change with CAR taking a major role in seeking new destinations and specialty shipping lines with more flexible routing and scheduling that can benefit from customized rail service.

In early May a second daily round trip was added between Montreal and Saint John. This is actually an extension of a long-running Montreal/Brownville Junction train. While the



International of Maine Division

"Can-Can" will not perform any local service between Montreal and Saint John, the new train will. When so required it will leave the main line and go up the 22 miles to serve Fredericton. It will also handle traffic at McAdam and the Springfield Terminal (Maine Central) interchange at Mattawamkeag as well as Bangor & Aroostook traffic at Brownville Junction.

It's no secret that there has been a recent period of turmoil in Maine with the reorganization of the Maine Central under the Springfield Terminal labor agreements. Generally speaking, this has caused few problems for CP/CAR operations. The acceptance of the CP Rail Maine and New Brunswick labor force to the openness of CAR management has been nothing short of phenomenal. The positive response to the first employee meeting at Brownville Junction held on opening day has continued with two follow-up meetings having already taken place. Various employees have been heard to say that this is the first time in their careers that they feel that employees and management are working for the same company.

In New Brunswick several weeks ago, a half dozen union local chairmen were invited to a dinner session with top CAR management: Fred Green, Brian Wilson and John Dakin. This was simply a sit down and "chew the fat" session where everyone had something to say. One union leader from McAdam expressed much pleasure at the meeting, "In my 17 years with the railroad I've hardly even seen the bosses, let alone sat down for a meal with them. It's just unbelievable."

Shippers, too, are starting to take CAR seriously. Although it hasn't meant an opening of all doors, new business has come forward with contracts to the tune of around $5 million having recently been signed. An ongoing program of working with the shippers will certainly mean more business for CAR and better service for customers. It has also meant more for the employees, as well. Train service personnel are working longer, and new hires are joining the ranks through a new training program for engine and train crews.

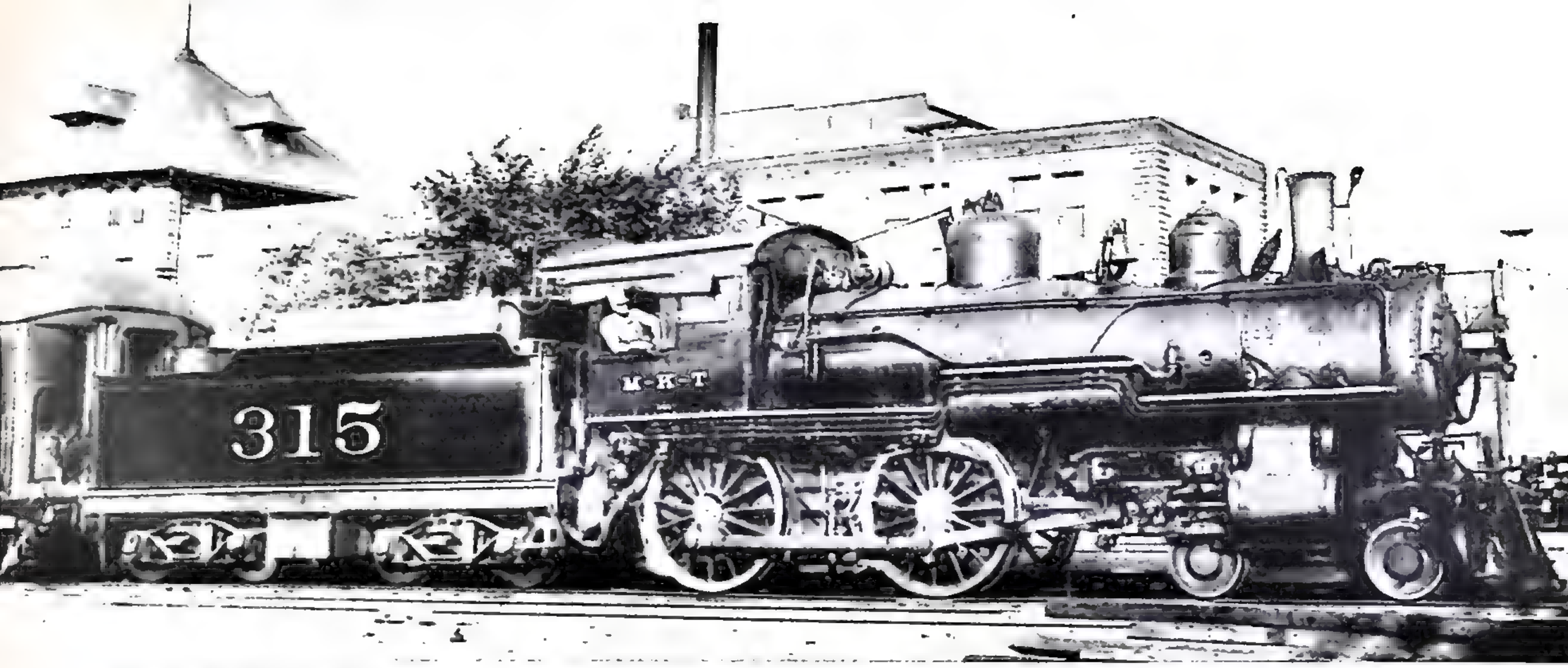
KENNETH S. MacDONALD

McADAM, NEW BRUNSWICK, still has this classic monster of a passenger station where freight 907 is about to depart westward with a C630, M636 and an RS18. On the day Canadian Atlantic was created, September 1, 1988, the Fredericton job was at South Devon (below) headed for Florenceville with two RS18s. CAR General Manager Fred Green (opposite) is striving to build traffic through better service.

Railfanning the CAR

What does all of this mean for railfans? Other than seeing a railroad that is growing instead of cutting back, there is now activity that can be photographed in daylight hours over the entire road in Maine—a welcome change from the previous predominantly night operations of CP Rail. While the "Can-Cans" now cover the line overnight, Number 260, the eastbound Montreal/Saint John local service train can be seen at Jackman shortly before noon. It can be followed, many places at trackside, as far as Greenville. At Brassua Lake (locally pronounced Brass-way), the track curves around a shoreline with good lighting and State Highway 15 just a few feet away. Greenville station is also a good spot to catch this train. By mid-afternoon it will be working the Brownville yard and will do the same at Mattawamkeag several hours later.

You can also catch its westbound running mate 261 between Saint John (departure at 8:00 a.m.) and Brownville Junction—especially at McAdam, where it works the yard for an hour or so in early afternoon. The precise timing of 261 into McAdam depends on whether or not it has to run up to work Fredericton. The rescheduled 260 and 261 have replaced the BAR Train and McAdam Turn jobs that were described



LOUIS A. MARRE and GORDON B. MOTT COLLECTION

"REMANUFACTURED" IN 1925 in the Parsons shop, oil-burning 4-4-0s like the 315 here at Muskogee, Okla., in 1945, were considered to be the Katy's "newest" motive power.

from Sedalia, Missouri, to a junction with the Katy south of Junction City. On October 19, 1870, the T&N was officially merged into the MK&T. The junction of the two lines on the Kansas prairie became a typical boom town which Parsons decided would be a natural terminal for his road. The elated citizenry later voted to name the town in his honor.

Further progress on the eastern route was made through construction and acquisition so that by mid-1872 Parsons' road extended northeastward from Sedalia to Moberly and then eastward to Hannibal on the Mississippi River. Meanwhile, the MK&T's surveying teams had, in early 1872, mapped a Red River crossing into Texas and selected a townsite nearby for the southern terminus. This village was named in honor of George Denison, Katy's vice-president. And thus, on Christmas Day 1872, the first train to enter Texas from the north (a 4-4-0 and five coaches) steamed into Denison amidst a snowstorm; the 54-mile trip from Atoka had consumed twelve hours. At every water stop the crew was forced to hack off chunks of ice to fill the tender. Despite the weather, virtually the entire population of Denison met the train at the new clapboard station.

The Gould Rush

The next major figure to appear in the Katy's history was the notorious Jay Gould, who gained control of the MK&T and its subsidiary, the International & Great Northern in 1880. The I&GN, which ran from Longview in east Texas to San Antonio and Laredo, crossed the Katy at Taylor, Texas (near Austin). Both roads were eventually leased to Gould's Missouri Pacific system. During the Gould years the Katy's iron was extended in two directions from Denison; a westward leg to Henrietta (near Wichita Falls) was completed, and an eastward line of more than 250 miles through Greenville, Texas, to Shreveport was opened. In addition the line connecting Greenville and Dallas was opened.

An equally important expansion occurred on the north end of the MK&T in 1883. With Kansas City emerging as a "Gateway to the Southwest," Gould began operating Katy trains from Parsons to Paola over the Kansas City & Pacific and then to K.C. on the Frisco. Soon, however, the Katy's security was threatened by another dose of financial instability (a characteristic of the times) when the Missouri Pacific defaulted on bond payments in 1888. As a result, the lease to MP was legally terminated, and the MK&T was again in receivership. However, by selling the I&GN lines to the MoPac for badly needed cash, the Katy came out of receivership in 1891 and soon purchased the line from Parsons to Paola (KC&P).

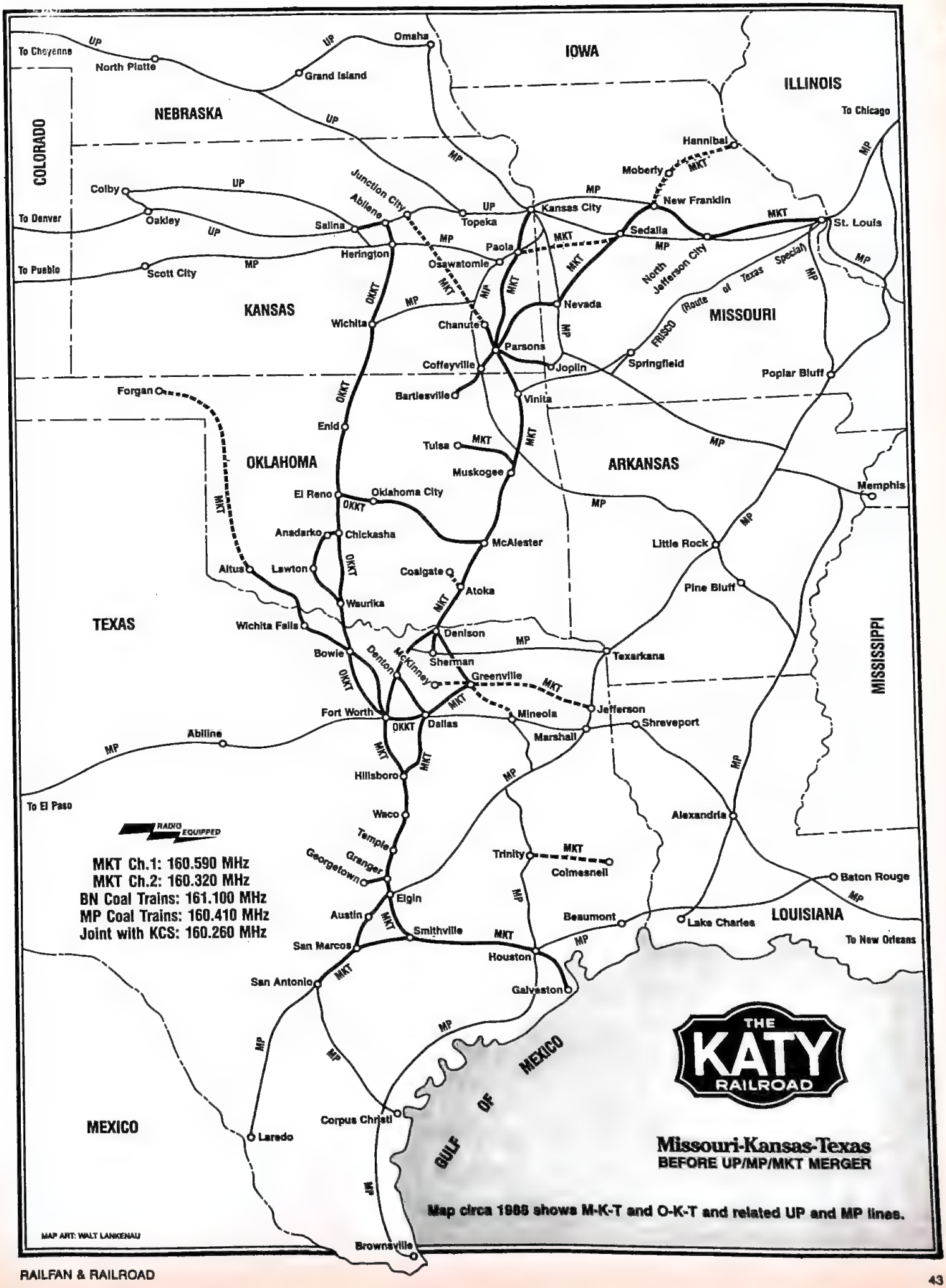
Independent and expanding

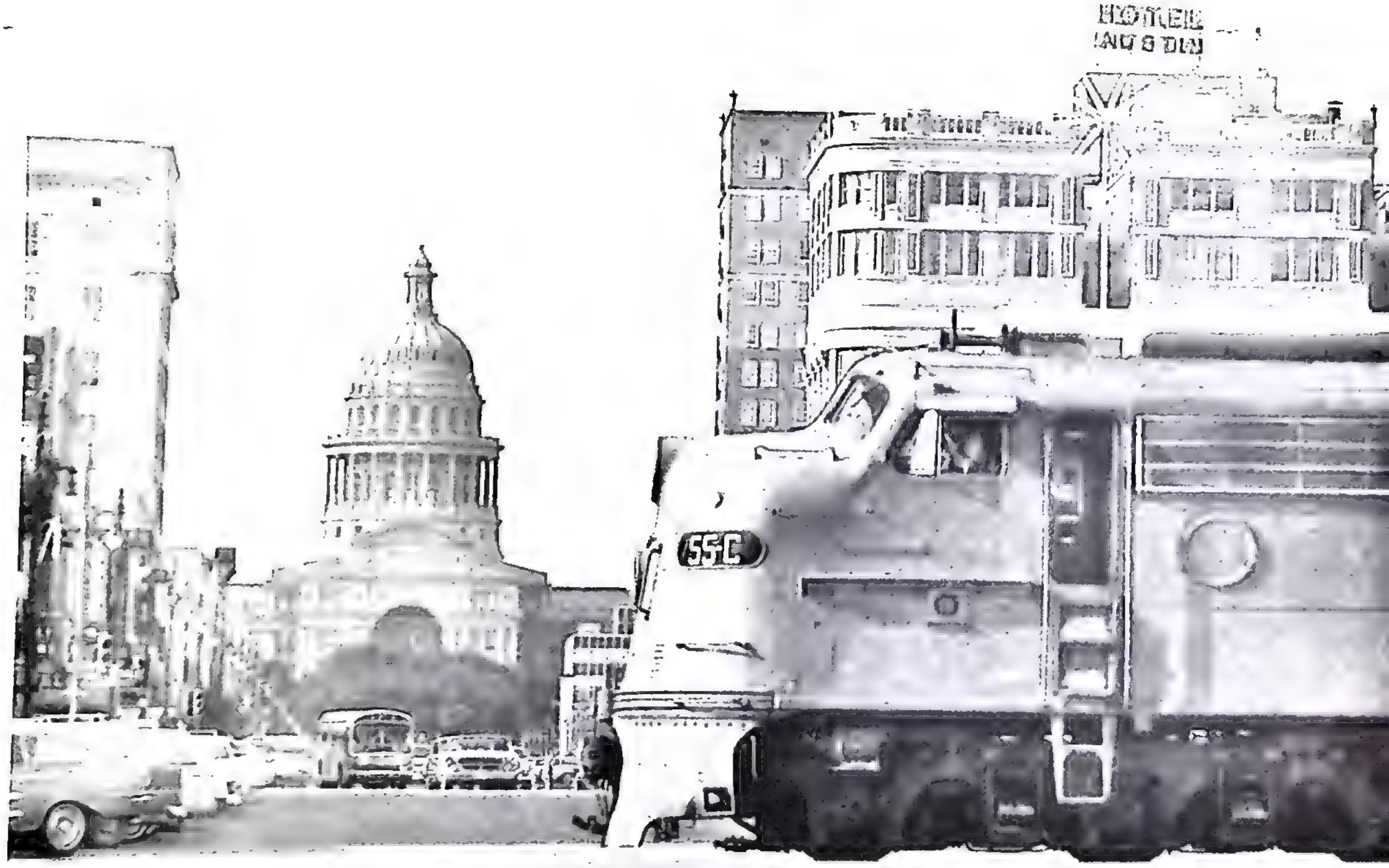
Turning their attention again to Texas, the Katy's ambitious directors finally achieved Levi Parsons' vision. By absorbing a number of Texas short lines and constructing connecting trackage, the Katy was able to assemble a line from Denison to Ft. Worth, Waco, Smithville and, finally, Houston in 1893. Through trackage rights on the Galveston, Houston & Henderson, it could also serve the then-bustling port of Galveston.

Katy's brass soon turned again to the development of a St. Louis line, another of Parsons' dreams. Since completion of its trackage to Moberly in 1870, Katy had been forced to use MP tracks from Sedalia into St. Louis. However, in the early 1890s, a group of businessmen from the river city had organized the Missouri, Kansas & Eastern Railroad in order to lay track westward to Franklin and the MK&T. By 1896 this line was absorbed into the Katy, thus bringing to an end the eastward and northward expansion of the road which could now deliver trains from two major Midwestern gateways to the commercial centers of the rapidly-developing state of Texas and the emerging state of Oklahoma, as well as to a major Gulf port.

Ironically, such corridor service would eventually be a significant barrier in the Katy's continued struggle for profitability, for it always remained primarily a "terminating" road rather than an "originating" one. As would be expected, its tonnage was always far overbalanced directionally, standing roughly 6-to-1 southbound in recent years.

In 1914 the MK&T was hit with a major legal decision which, in retrospect, sealed its future. As noted earlier, the grand payoff which drove Levi Parsons was based largely on the promise of Federal land grants to the first railroad to construct a line across Indian Territory. The Katy's legal department


To Cheyenne
North Platte
Grand Island
Omaha
IOWA
ILLINOIS
To Chicago
NEBRASKA
COLORADO
Hannibal
Moberly
Colby
Junction City
Abilene
Kansas City
New Franklin
To Denver
Oakley
Salina
Topeka
Sedalia
St. Louis
Herington
Paola
North Jefferson City
(Route of Texas Special)
To Pueblo
Scott City
Osawatomie
KANSAS
Nevada
MISSOURI
Wichita
Chanute
Parsons
FRISCO
Springfield
Coffeyville
Joplin
Poplar Bluff
Forgan
Bartlesville
Vinita
Enid
Tulsa
OKLAHOMA
Muskogee
ARKANSAS
Memphis
El Reno
Oklahoma City
Anadarko
Chickasha
McAlester
Little Rock
Altus
Lawton
Coalgate
Atoka
Pine Bluff
Waurika
TEXAS
Wichita Falls
Denison
Bowie
Sherman
Texarkana
MISSISSIPPI
Denton
McKinney
Greenville
Fort Worth
Dallas
Mineola
Jefferson
Shreveport
Abilene
Marshall
Hillsboro
To El Paso
Waco
Alexandria
RADIO EQUIPPED
Temple
Trinity
Granger
Colmesneil
Georgetown
Baton Rouge
Elgin
Austin
Beaumont
Lake Charles
LOUISIANA
Smithville
San Marcos
Houston
To New Orleans
San Antonio
Galveston
MEXICO
GULF OF MEXICO
Corpus Christi
Laredo
Brownsville
MAP ART: WALT LANKENAU
MKT Ch.1: 160.590 MHz
MKT Ch.2: 160.320 MHz
BN Coal Trains: 161.100 MHz
MP Coal Trains: 160.410 MHz
Joint with KCS: 160.260 MHz
THE KATY RAILROAD
Missouri-Kansas-Texas
BEFORE UP/MP/MKT MERGER
Map circa 1988 shows M-K-T and O-K-T and related UP and MP lines.



struggled for 40 years to actually gain title to this land (totaling 3 million acres). Finally, in a landmark case, the Supreme Court denied the land grant, ruling that Congress had exceeded its authority in legislating such inducements in territory which belonged to the Indian nations. It is clear that, had the Katy acquired this real estate (worth billions of dollars currently), it would undoubtedly have become a major influence in Midwestern railroading for many decades. Instead, the road began to downsize itself after World War I when the usual post-war traffic downturn occurred.

Depression and beyond

In 1923 the MK&T was reorganized into the Missouri-Kansas-Texas Railroad Co. The new Katy began wholesale line reductions and by 1929 had pared itself down to mostly main line trackage; consequently, the road's profitability improved substantially. But, of course, the Great Depression wiped away the prosperity of the Southwest, and the road was forced to live on "a starvation diet." Although such austerity measures kept the Katy from receivership (most unusual in the 1930s) the road gradually deteriorated into the proverbial "two streaks of rust."

Another imposing figure now entered Katy's history. In 1933 Matthew Sloan, with a background in the electric utility industry, became president and chairman of the board. He immediately began a major rehabilitation program using funds from the government (Reconstruction Finance Corp.) as well as private banks. Suspending preferred stock dividends and diverting every dollar of profit into rolling stock and trackage, he also began what would become a Katy characteristic: the use of bright colors. Sloan told his shops to paint every rebuilt car, as well as railroad buildings, in a bright yellow with black trim. Locomotive driver tires and running boards were highlighted in white, and tenders were fitted with large, embossed red heralds which featured the road's initials. Leaving the Katy's business cars at home, Sloan rode up and down the line in a yellow Chrysler fitted with pilots and permanently attached flanged wheels. A master salesman, he emphasized Katy's bright future to employees and industrial leaders alike.

To back up his enthusiasm, Sloan inaugurated named freights (such as *Katy Komet* and *Klipper*) and improved passenger service which consisted at that time of four major trains. The *Texas Special*, the road's flagship run, was operated by the Frisco on its direct line between St. Louis and Vinita, Oklahoma; two sections were operated south of Denison, one run passing through Ft. Worth to Houston, the other through Dallas to San Antonio. The *Bluebonnet* was another St. Louis train (operated over Katy rails) which also split in Denison with separate sections to Dallas and to Ft. Worth. In addition, there was a Kansas City-Parsons leg on this train.

THE STATE CAPITOL is just up Congress Avenue in Austin, Texas, from E8 55-C on the southbound *Texas Special* in July 1964, just a few days before the end of Katy passenger service. On April 7, 1951, a pair of Alco PAs had the heavyweight No.7, the *Bluebonnet* (below), highballing southward near Austin.

Similarly, the *Katy Flyer* operated between K.C. and St. Louis on the north and San Antonio and Houston in the south. Finally, the *Katy Limited* operated between Kansas City and San Antonio, with dual sections between Denison and Waco. During the Sloan regime, new cars were bought and schedules improved. Indeed, Sloan ordered in the late 1930s some of the last heavyweight passenger cars built in the U.S. It was reported that he thought the stainless steel streamlined train was only a "passing fad."

After the sudden death of Sloan in 1945, the board of directors named separate men to be chairman and president. Into the former spot stepped Raymond Morfa of the Nickel Plate, while the new president was a long-time Katy man, Donald Fraser. They immediately set about to "Southwesternize" the road, especially the board of directors. Out were "Easterners" and in were business leaders from the major cities served by the Katy. More importantly, they began to dieselize in 1946 and to reduce the funded debt arising from Sloan's rebuilding programs. The road continued to modernize its equipment and prospered with Korean War traffic through the early 1950s. However, as Katy's past history had shown, the good times were not to last. After the Korean truce, traffic fell rapidly, compounded by a regional drought which was to last eight years, decimating the once-thriving agricultural business in Texas and Oklahoma. Major operating problems began to mount, aggravated in a large measure by the premature aging of 3 million ties (due to faulty creosoting) which had been installed during World War II. Finally in 1958 the ICC approved a significant financial reorganization plan which included the issuance of Stock Income Certificates; it was this action which haunted the Katy during the UP merger process.

The Deramus Era

Searching for a "tough operating man" in the late 1950s, the Katy board brought in Bill Deramus III, whose father was at the time president and chairman of the KCS. Young Deramus had developed a reputation as a "miracle worker" after rescuing the once-derelict Chicago Great Western, and the Katy board clearly expected him to be able to repeat the process on the MKT. While he was considered an intense, aggressive railroad man, his interest in, and capability for, effective public relations (which Katy desperately needed) left something to be desired. For example, in response to what he deemed necessary personnel changes, the City of Parsons went to court for an injunction to keep Katy from moving employees elsewhere; in a counter response he simply closed down and locked Katy's St. Louis offices over a weekend. The resulting avalanche of torrid newspaper editorials and negative publicity took months to smooth over.

Despite such dramatic events, Deramus gradually began to get the Katy moving forward again. However, one of

RAILROAD MAGAZINE COLLECTION

his most significant decisions, as far as railfans were concerned, was his introduction of a somber, solid maroon loco color scheme, relieved only by a small, gold herald with the road's nickname in red. Some thought it was no coincidence that the MKT scheme was almost identical to that which Deramus had stamped on the CGW or that used by his father on the KCS.

Under Deramus, yards were modernized and freight classification procedures streamlined, thereby allowing for more competitive train schedules between major terminals. Unfortunately, even these improvements were insufficient to bring profitability to the struggling Katy. Thus, in 1961 there was a major shakeup by the investor groups. Bill Deramus left to succeed his father as president of the KCS, and after three years of draconian retrenchment by the C.T. Williams management team, the board of directors hired the legendary John W. Barriger to be chairman (and later president).

Enter Mr. Barriger

Barriger, forced into retirement from the presidency of the prosperous P&LE at age 65, had already experienced a storied career in rail management (working for eight roads including Monon, New Haven and Rock Island), investment banking, and government service (Reconstruction Finance Corp.). However, the idea of a traditional retirement was not at all inviting to J.W.B. Thus he opted in March 1965 to apply his railroad genius to the Katy's rehabilitation problems.

J.W.B. was no stranger to Katy territory or its continuing difficulties; he was born in Dallas and raised in St. Louis and, during the 1930s, as head of the Railroad Division of the RFC, had recommended against two loan applications by the MKT, suggesting instead a thorough financial reorganization before loans were considered. In both cases he was overruled.

Following the same tack as did Matthew Sloan three decades earlier, Barriger began his Katy duties by cleaning, repairing and repainting equipment and structures, by starting a massive track and roadway rehabilitation, and by becoming a "seven days a week Katy salesman" (his famous business card read "Traveling Freight Agent . . . and President"). Since Katy was cash poor, the 20% down payment on equipment trusts was out of the question. Instead, he signed 15-year leases on nearly 4000 cars and combined trade-ins and wreck insurance money to purchase a dozen GP40s, MKT's first turbocharged and low-nosed power.

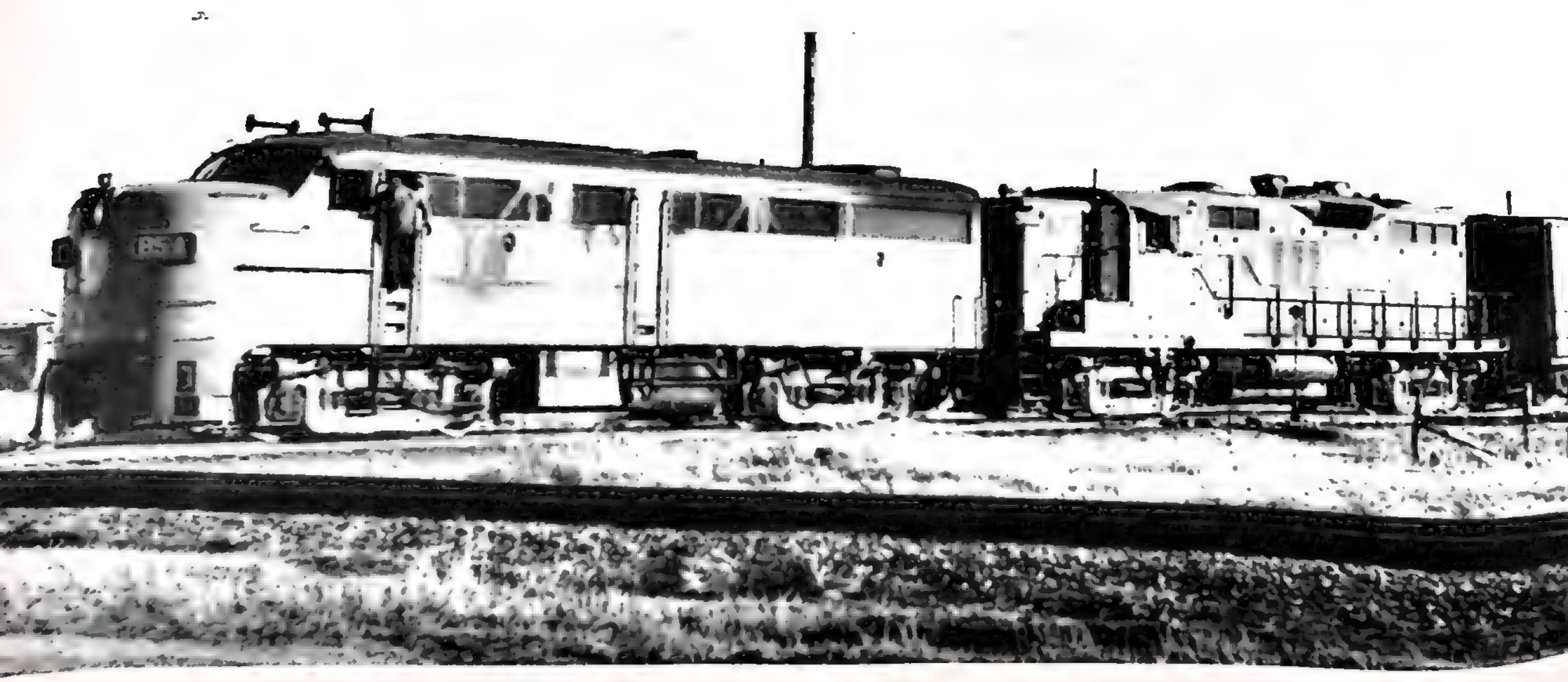
Again, following Sloan, he introduced a new color scheme (bright red) and, in addition, revived the classic Katy herald which now appeared on loco noses as well as cars. Unfortunately, Barriger was not able to justify the continuance of the last remnant of the *Texas Special*, which ran between Kansas City and Dallas, and so, on June 30, 1965, Katy's badly deteriorated passenger service came to a merciful end.

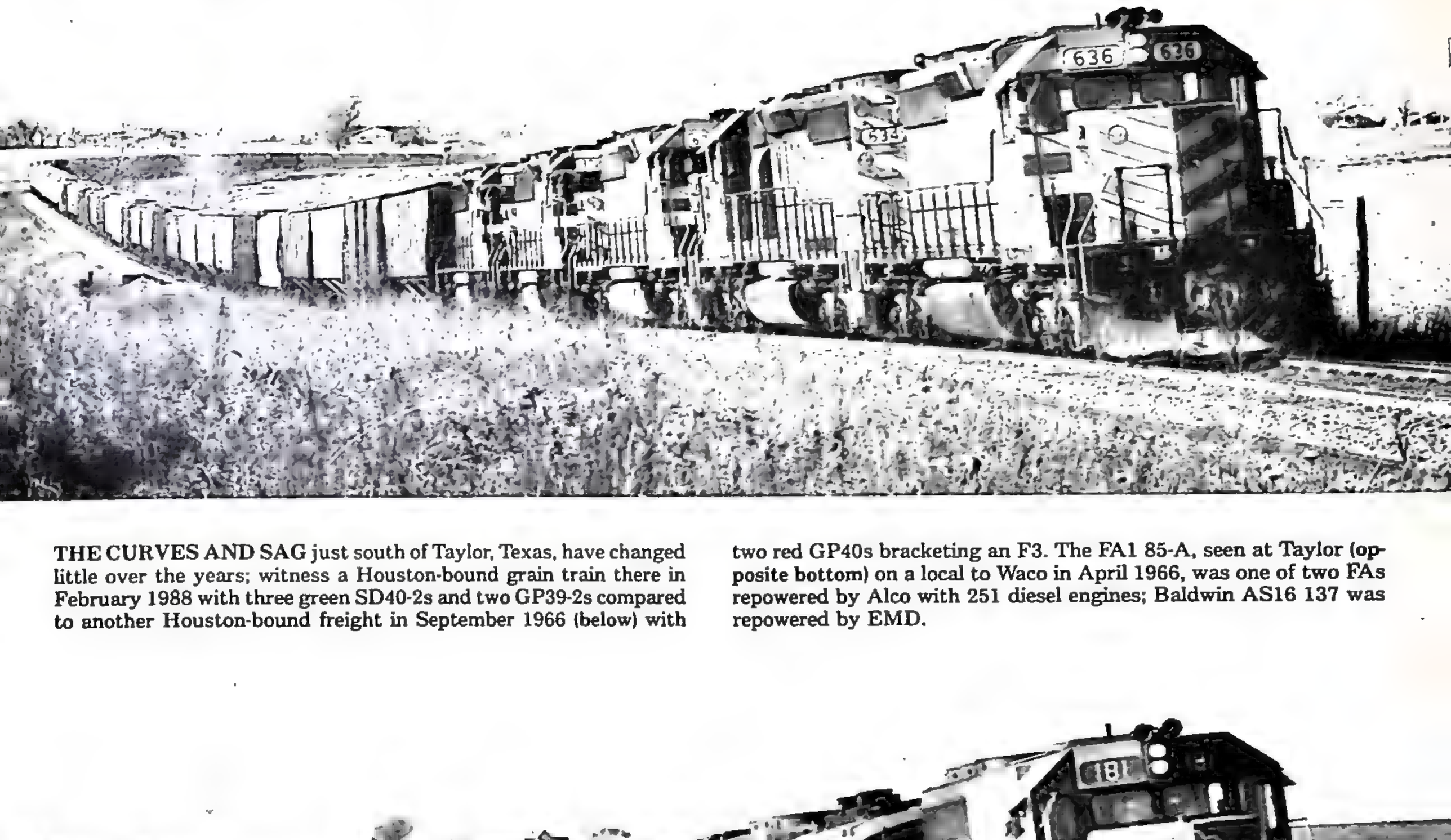
John Barriger, born a month before the Twentieth Century began, stepped down from the arduous tasks of MKT rehabilitation in 1970, turning the reins over to Reginald Whitman, a strong operating man. Through his magnetic presence, his tireless efforts and his innumerable connections in the business and government sectors, J.W.B. had indeed rescued the Katy from complete collapse. And now Whitman was ready to build a robust MKT. Turning to the perennial problem of poor trackwork, Whitman was able to secure over $40 million in government guaranteed loans which allowed a considerable portion of the coveted Kansas City-Ft. Worth-Houston spine to reach Class 4 status (60 m.p.h.) in the early 1980s. As many of his predecessors had done, Whitman decided on another color scheme for Katy motive power, exchanging the Barriger red for bright green with yellow lettering and zebra-striped noses.

The fickle smile of Lady Luck also began to appear during this final era of the Katy's history. First, the U.S. government began to play a larger role in the international grain market, and the MKT once again became a major grain hauler to the export terminals around Houston, In the early 1980s Katy's share of grain traffic was enlarged substantially by the development of the Oklahoma-Kansas-Texas Railroad which encompassed an 800-mile remnant of the Rock Island system between Kansas and Ft. Worth. These lines were operated for two years under a rental agreement with the RI trustee, but later, after the trackage was purchased by a consortium of shippers and the State of Oklahoma, the OKT became a wholly-owned Katy subsidiary.

Katy and coal

But what really brought Katy back from the brink of disaster was coal. If oil was the railroad's "black gold" of the 1930s and '40s (before pipelines were widespread), then coal has fulfilled that role in the 1970s and '80s. Electric generating plants in Katy's territory





THE CURVES AND SAG just south of Taylor, Texas, have changed little over the years; witness a Houston-bound grain train there in February 1988 with three green SD40-2s and two GP39-2s compared to another Houston-bound freight in September 1966 (below) with two red GP40s bracketing an F3. The FA1 85-A, seen at Taylor (opposite bottom) on a local to Waco in April 1966, was one of two FAs repowered by Alco with 251 diesel engines; Baldwin AS16 137 was repowered by EMD.

had, since the beginning, used abundant and locally available natural gas to power their boilers, but fearing a rapid depletion of this clean-burning fuel, the government began to require utilities to use low-sulfur coal which was found extensively in northeastern Wyoming and southern Montana.

Down in central Texas, the Lower Colorado River Authority, a state agency modeled after the TVA, had built in the 1930s a series of hydroelectric and empoundment dams across the Colorado River of Texas which flows from the center of the Lone Star State southeastward toward the Gulf, reaching the coast south of Houston. Expanding its electric service to rural cooperatives and small towns along the river, the LCRA had also constructed natural-gas-fired plants as well, but in the early 1970s it began construction of a multi-plant complex just south of LaGrange, Texas, on a site adjacent to the MKT main line to Houston. Known as the Fayette Power Project (after Fayette County), these boilers would burn Western coal brought by the BN down to Ft. Worth (ex-FW&D line) and thence to the Katy for delivery. Indeed, Harold Gastler, Katy's last president, has noted that, "November 25, 1978, was one of the most significant dates in MKT history." This was the day on which the first train of loaded FPPX hoppers had arrived at the plant.

Coal traffic gave Katy something to bank on for the future, and most significantly it was, unlike grain, not seasonal or subject to uncertainties of climatic conditions or international relations. In recent years Katy has also delivered coal to other locations in Oklahoma and Missouri, although the FPP run is the longest and most frequent.

Merger destiny

The territory stretching from Missouri and Kansas to the Gulf was blanketed in earlier decades by a thick web of rail lines. With a traffic density far too small for all lines to be prosperous, the idea of consolidation and merger in this region has been around for nearly a century. As noted earlier, Katy was operated as part of the Missouri Pacific before 1900. In 1927, a rejuvinated and confident MKT went before the ICC with a proposal that it become the parent of KCS and Cotton Belt; the commission did not find this merger to be "in the public interest." Later, of course, the SSW was acquired by the

COAL TRAINS have meant good business for the Katy. Here BN power has an FPPX train bound for the power plant near LaGrange, Texas, passing a local with Georgetown R.R. limestone at Smithville in November 1974. In 1985 UP and C&NW units replaced the BN as shown (below) in the SD40/SD60/SD50 set at Granger in April 1988.

SP system. During the Barriger years, inclusion of the Katy into a larger system was a major thrust. In the mid-1960s, J.W.B. lobbied to include MKT in the Santa Fe-Frisco merger discussion. He later approached both MP and SSW about consolidation and investigated end-to-end hookups with both CB&Q and the Ben Heineman-engineered linkup of C&NW with CGW.

However, the entire merger climate changed in October 1980 with the passage of the Staggers Act which largely deregulated the railroad business and redefined competition. Soon the Katy's interchange traffic with its connections began to decrease drastically as BN acquired Frisco and the Rock Island line to Tucumcari was bought by the Cotton Belt. However, the final death knell for an independent MKT was sounded in 1982 when the Union Pacific absorbed two other "Pacifics" (Missouri and Western). The Katy was now a virtual island, a corporate midget carrying a heavy debt load, surrounded by prosperous giants. Most observers of the Southwestern railroad scene knew that it was only a matter of time until the MKT herald would disappear.

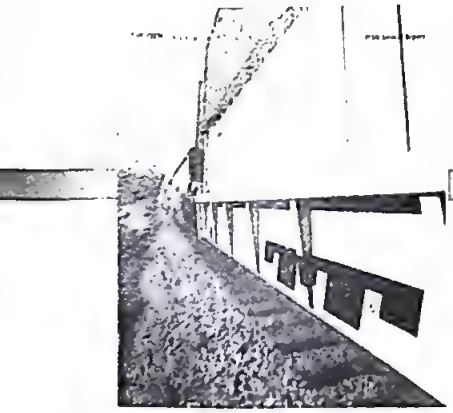
Union Pacific was the odds-on favorite to be the parent because the two roads (that is, MKT and MP) have used each other's trackage for years, even decades in some cases. The bulk of this joint track use has occurred on the Kansas City-San Antonio line. For example, both UP and MKT have used the latter's main line from Durant, Oklahoma, to Whitesboro, Texas (44 miles), then switched to the ex-MP main into Ft. Worth (71 miles). Then it's Katy rails again through Waco to Taylor (163 miles) and UP again for 65 miles to San Marcos, which is 50 miles north of San Antonio. Moreover, since UP absorbed MP, the two roads have also used MKT tracks between Durant and Muskogee and ex-MP rails between Sedalia and St. Louis. In addition, the CN&W-UP-MKT combo began carrying the Fayette Plant coal through the Kansas City gateway to La Grange, Texas, in 1985 after the LCRA switched suppliers.

For many, the falling of Katy's flag is especially lamented because it further depletes the ranks of the smaller Class I roads which have always given particular pleasure to railfans. Maybe it was their informality and down home friendliness, or perhaps it was because one could easily comprehend their entire loco roster or understand their total operating pattern. But whatever the reasons, rail enthusiasts have always developed close relationships with the likes of Clinchfield, GM&O, Monon, Nickel Plate, Rock Island and Wabash. The Katy falls easily into this group, but with one notable difference: It managed to outlast them all.

Clearly, it wasn't because of superior technology. As we have noted, the Katy never owned any super power steam locomotives and never went big for CTC; in fact, it became in recent years the nation's largest road to be dispatched primarily by train orders. Yes, the Katy miraculously survived until August 11, 1988, and then actually turned into what those Nineteenth Century Kansas businessmen thought it might become: "Union Pacific, Southern Branch."

Next month

In the August '89 issue we'll continue to remember the Katy with a look at the motive power and more fine action.



Project: Annual Report

Trailer Train's employees lend a hand. **by Richard W. Dawson**

Although most of us see little connection between our employment and our hobbies, occasionally an opportunity occurs through which we can put to use in our profession the experience and skills acquired through an avocation. Such an opportunity arose recently at Trailer Train Company. As with most companies in the railroad industry, many Trailer Train employees have some degree of emotional involvement with the industry we serve. It will therefore probably come as no surprise to learn that when people were needed to photograph a special train of Trailer Train equipment operating through Cajon Pass, no arm twisting was required.

For any company, the annual report is a valuable means of communicating the company's performance to the financial community as well as reporting on the year's operations to its owners, customers and employees. Since Trailer Train's new car acquisitions in 1988 equaled 139.5 million dollars in value, good communication with the financial community is obviously very important. For the feature article in Trailer Train's report on 1988's results, Vice President & Chief Financial Officer R.E. Zimmerman and Treasurer T.D. Marion chose the cars in our fleet as the subject. This would, of course, require a variety of photographs of the cars. Because the Engineering & Research Department maintains the largest file of car photographs, I was asked to determine whether our file of equipment photographs could supply the necessary pictures. It quickly became apparent that existing photo coverage was spotty for some car types and that there was a general need for photos of cars in clean condition, cars carrying loads and cars with a background more visually interesting than the manufacturer's plant. Clearly, additional pictures would have to be taken.

An idea surfaced early on to assemble a group of cars and photograph them individually as well as operating together in some scenic location. Since Trailer Train has a shop near San Bernardino, and since Los Angeles is a major origin and destination point for both container and trailer intermodal traffic, southern California seemed to be a logical location for the project. Cajon Pass immediately came to mind because it offered a variety of scenic locations within a relatively short distance, and having double track, it would permit operation of a special train without tying up a busy main line. In addition to providing photos for the annual report and filling gaps in our photographic record of the fleet, running the Trailer Train equipment in a train would also provide the opportunity to shoot some video footage for use in a presentation being developed concurrently by the Business & Market Planning Department.

Once the project was approved, it had to be organized within a relatively short period of time if the deadline for publication of the annual report was to be met. Eleven cars, including four five-unit articulated cars, were selected for the project, along with appropriate trailers and containers to load on them. Getting the equipment routed to Los Angeles and delivered to our Calpro shop in Mira Loma required a significant amount of effort on the part of R.G. Robbins and T.J. Grabbe, Directors of Distribution for intermodal cars and for autorack and special-equipped cars, respectively. Some of the desired cars, trailers and containers do not normally operate into Los Angeles and had to be moved significant distances. It was also necessary to have the trailers and containers loaded onto the cars before delivery, since Calpro does not have the necessary loading equipment.

Another early decision to be made was selection of the team for the project. Tom Marion, having direct responsibility for the annual report, would clearly need to be involved at every stage. Since Trailer Train's Transportation Department is the primary contact with railroad operating departments, Roger Robbins would be responsible not only for locating the cars and loads and moving them to Calpro, but also for making arrangements with the Santa Fe for movement of the equipment through Cajon Pass and with the Union Pacific, which is the serving carrier for our Calpro shop.

As planning proceeded, it was decided to photograph the train at several

PROFESSIONAL PHOTOGRAPHER Dick Steinheimer caught the morning light on the Trailer Train special at Santa Fe's Yard B in San Bernardino on Tuesday, January 10.

DICK DAWSON

locations during the run. Although Tom Marion and I were planning to take pictures, additional photographers would be needed. Dick Yeates, Manager of Equipment Modifications in the Engineering & Research Department, is an accomplished photographer and is responsible for the department photograph files. Jim Claflin, Engineer—Research, has been known to take a locomotive roster shot on occasion and is said to buy his Kodachrome by the ton rather than by the roll. Jim Panza, Manager—Contract Shop Operations, and John Baukus, Supervisor—Shop Maintenance & Railroad Inspection, have both had articles and photographs appear in railroad publications. As previously indicated, little coercion was necessary to get these people on board.

Since there would be no opportunity to reshoot if something were to go wrong, it was decided to utilize a professional photographer in addition to our own people. While many photographers do annual report work, how many are also familiar with shooting moving trains or, for that matter, the geography of Cajon Pass? Richard Steinheimer certainly is, and, fortunately, he was available during the time frame of our project. We looked forward to working with a photographer whose association with Cajon Pass is probably second only to the late Herb Sullivan.

Meanwhile, H.J. Cerveny, Director—Business & Market Planning, had made arrangements with Mike Clayton of Pentrex to do videotaping not only of the train moving through Cajon Pass but also of container unloading and loading operations in the port of Long Beach and nearby rail terminals.

As it turns out, Harry Peterson (Trailer Train's Chief Transportation Officer) and Roger Robbins had known Q.W. Torpin, General Manager—Western Region for the Santa Fe, from previous positions within the industry. A meeting was set up in Los Angeles for November 10, 1988, with Mr. Torpin, J.L. Fields (Division Manager for the California Division) and other Santa Fe operating officers. Roger Robbins, Stan Simpson (our Supervisor—Fleet Services in the L.A. area) and I represented Trailer Train. The Santa Fe people suggested that running a special train with just the TTX equipment from San Bernardino through Cajon Pass to Summit and return would be simpler than placing it in a regular train. Doing so would enable us to shoot the train running both uphill and down, and, if we wanted to stop the train along the route, the smaller train would be easier to handle. Although the most common traffic pattern in Cajon Pass is for upgrade trains to operate over the North Track with its easier grades and for downgrade trains to use the shorter South Track, the Santa Fe was willing to operate our train over the North Track in both directions if we preferred. Having had better photographic success in the past on the North Track, we elected to use it for the downgrade run as well. Mid to late morning on a Monday or Tuesday would be the best time to operate the train, because it would interfere least with other traffic. The Santa Fe would provide supervisory personnel to coordinate between the train and the photographers on the ground and would provide clean locomotives. In addition to fees for use of the Santa Fe personnel and the locomotives, Trailer Train would of course have to provide signed liability releases for all personnel participating. Since the period from September up to the end of November is the busiest season for intermodal traffic, due to the shipment of Christmas merchandise, it would not be possible to get the cars, trailers and containers released from service until December. Allowing for holidays and for time to move the equipment to Los Angeles led to scheduling Tuesday, January 10, 1989, for operation of the special train.

Final preparations included settling on the photographic equipment to use and scheduling arrival dates for the people involved. Two of us would take static photos (roster shots?) of the cars at Calpro on Friday, January 6. The assembled cars would be pulled by the UP from Calpro Friday night to ensure that they would be ready to leave San Bernardino for Cajon Pass first thing Tuesday morning. The weekend and Monday would be spent confirming photo locations and making final arrangements with the Santa Fe. In addition to the photographers' own 35mm cameras, we also rented a Mamiya Universal 2¼"×2¾" camera to get reasonable image sizes when shooting five-unit cars broadside. All film was to be Kodachrome 64 so as to get consistent color rendition. (We did take some Kodachrome 200 in case the light got really bad and some black & white for the Mamiya.)

The first week of 1989 brought rain to southern California and snow to Cajon Pass. While snow on the mountain tops (and maybe even the ground) would make for interesting photographs, rain and overcast skies were not exactly what we had hoped for. When Dick Yeates and I flew in to Los Angeles on Thursday, January 5, the heavy rain had traffic snarled to the extent that it took more than four hours to get from the airport to San Bernardino. By this time, all the cars but one had arrived in southern California, had been loaded with their assigned trailers and/or containers and had been moved to Calpro. TTZX 86836, the center beam lumber car, was expected to arrive the next day. That would be too late for us to get static photos of the car because the UP local delivering it on Friday was the same train that would be pulling the other assembled cars for movement to the Santa Fe at San Bernardino. Regardless of the weather conditions, Friday was our only day to take static photos of the cars individually.

A brief shower was encountered driving from the hotel to Calpro Friday morning, but the skies went from overcast to sunny by noon. Joe Johnston, Production Manager at Calpro, and his people had done a superb job of cleaning up the cars, some of which had accumulated a heavy coating of road grime, to look almost new. (Two of the cars actually were new. You could still smell the paint on the two-axle Front Runner TOFC car TTOX 145595.) We set up to take photos at an open location at the east end of the shop trackage and shot 35mm Kodachrome and 2¼ Kodachrome and Tri-X of each car. The Calpro trackmobile spotted the cars for us, while doing its regular job of spotting cars in the shop. By the time all the photos were taken, there was just enough time before the UP local arrived for the trackmobile crew to assemble the cars into the right order for the special train.

On Saturday morning Jim Claflin, Jim Panza and I met with Mike Clayton and Tom Hughes of Pentrex and Dave Busse, a friend of Jim Claflin who also does some videotaping for Pentrex on occasion. Our objective was to scout out suitable locations in Cajon Pass and to ensure that the still photographers would not get in the way of the video

THE SAN GABRIEL Mountains were snow-covered (top) behind the "Alan Miller shot" on Cajon Pass. The TTX train is shown at Sullivan's Curve (bottom) and Martinez Spur (center right). "Roster shots" were taken at the Calpro facility (center left).

KODACHROME TOM MARION

KODACHROME JIM PANZA

KODACHROME JIM PANZA

KODACHROME DICK DAWSON

THE CONSIST was rearranged for the downbound move, and the TTX train is shown in afternoon light at Sullivan's Curve.

crew and vice versa. Since Mike, Tom and Dave live in the area, they are much more familiar with Cajon than those of us who can only get there occasionally. We were looking for locations that would give us several types of photos. In addition to scenic shots showing most of the train (which may or may not show the locomotives), shots of individual cars or groups of cars in interesting locations were also needed. We needed both vertical and horizontal shots. In addition to checking out familiar locations for lighting at this time of the year, we saw a good location between Tunnels 1 and 2 from the south side of the North Track and an interesting S-curve north of Summit, accessible from Hesperia Road. It can truly be said that the number of usable locations in Cajon Pass is limited only by the photographer's imagination. The access roads in the area, almost all of which are unpaved, turned out to be very muddy as a result of the recent rain. The efforts made to get four-wheel drive vehicles ("Why do you need a four-wheel drive car in southern California? It never snows here.") proved to be very worthwhile. We even encountered a brief snow shower at Summit, although it did not leave any accumulation. Although only one of the 13 trains we saw Saturday was a Union Pacific, four were Southern Pacific, which must be some kind of record for the SP-to-UP ratio at Cajon. It certainly was gratifying for us as Trailer Train employees to note that six of the eight Santa Fe trains were intermodals.

We had originally planned to do some serious railfanning in the Tehachapi area on Sunday, but the recent discovery of flaws in new hardened rail between Bakersfield and Mojave had led the SP to schedule track work during daylight hours. After a somewhat less than spectacular visit to the Mojave Narrows in Victorville, we returned to Cajon Pass. We had good results at Blue Cut and at an S-curve in the South Track between Alray and Summit.

Most of the remaining TTX people flew in Sunday night. Monday morning, we met up with Dick Steinheimer and his wife, Shirley Burman. After reviewing some concepts for pictures that Dick and Shirley had developed, we went up into the pass for a final review of photo locations and sun angles. The classic shot of a northbound train through Sullivan's Curve would not work because of the sun angle at that time of the morning. One location we did want to use was between Mileposts 57X and 58X above Alray on the North Track which permitted almost the entire train to be included on straight track with the snow-covered San Gabriel Mountains in the background. Because of the lack of generally accepted place names in the area, we got in the habit of referring to this as "the Alan Miller shot" because of his photo in an American Steel Foundries calendar. After reviewing the geography, specific locations were assigned to each photographer (they would work in teams of two).

We met with Santa Fe Superintendent R.D. Harper and his operating people at their offices above the San Bernardino station to make final preparations for the run on Tuesday. Roger Robbins would ride the locomotive along with General Supervisor Train Handling D.D. Jensen. Assistant Superintendent W.N. Leaverton would drive with Tom Marion and myself and communicate with the train crew by radio.

Tuesday morning dawned bright and sunny. When we got to the Santa Fe's B Yard in San Bernardino, one of the first questions to be answered was what power we would have for the train. The Santa Fe had promised clean locomotives but did not commit to any specific model so as to retain flexibility during a period when power availability was tight. Anyone hoping for an F45 or an SDF40-2 may have been disappointed when we saw SD40-2s 5167 and 5169, but there was no question that they were clean—as in *gleaming*. Engineer R.C. Williams, Conductor J.M. Phillips and Conductor G.L. Burris climbed on the locomotives along with Roger Robbins and Denny Jensen, and the train pulled out at 8:17 a.m.

Shirley and Dick Steinheimer were waiting to get some shots as the train passed San Bernardino station with the locomotive shop buildings in the background. Meanwhile, Dick Yeates and Jim Claflin were setting up in Blue Cut. Tom Marion, Neil Leaverton and I took off in Neil's company Chevy Blazer for Sullivan's Curve. Santa Fe Manager—Public Affairs Mike Martin followed in his own car. Tom had planned to shoot from the inside of the curve for going-away shots of individual cars, but as we drove in toward the curve, we saw an even better shot. Tom could shoot westward at the train in the straightaway between the curve where the North Track diverges from the South Track and Sullivan's Curve where it turns north again. Just then a Santa Fe merchandise train pulled up through the North Track to demonstrate that the shot really would work. We left Tom there and drove to the ridge that the track cuts through just north of the curve, where I set up. Although Southern Pacific trains are considerably less frequent than Santa Fe or UP trains through Cajon Pass, an SP train chose that moment to grind uphill. I would

normally give anything to be able to shoot two moving trains in the same picture, but a second train now would take emphasis away from the TTX train. Fortunately, the SP train had just cleared when I heard the two units of our train. The photos turned out just fine.

By this time, the Steinheimers had moved up to the area of the Mormon Rocks just north of California Highway 138. They both got shots of individual cars with the rocks behind them, and Dick got a good tele shot of the train moving into the S-curve. Jim Panza and John Baukus had positioned themselves between Tunnels 1 and 2 where the morning light was very favorable from the south side of the track. Shortly after passing through Tunnel 1 (since the tunnels are numbered from Barstow like the track miles, upgrade trains pass first through Tunnel 2 and then Tunnel 1), the train came into "the Alan Miller shot" and stopped, as had been prearranged. All the photographers converged on the area and a number of photos were taken. A UP pusher set was following our train up the hill and had pulled up close behind its rear end. Conversation with the Santa Fe dispatcher got the UP engine to back out of our picture and allow our train to back up slightly to allow some of us to use the telephoto lenses we had planned. This was the first time—and I'm sure the last—that I've been able to move trains to suit my photographic objectives. Between there and Summit the Steinheimers shot from above the SP track. Jim Claflin and Dick Yeates shot from the bluff overlooking the deep curving cut into Summit, and Jim Panza and John Baukus got the train from ground level exiting the curve. The train continued past Summit to Martinez Spur, which in fact is a remnant of the main line alignment prior to 1973.

Utilizing Martinez Spur and the crossovers at Summit and Lugo, the locomotives switched the blocks of articulated and non-articulated cars end-for-end in preparation for the return run down the North Track. While the train was stopped at the Alan Miller shot and at Martinez Spur, the Steinheimers took some wide angle closeup shots emphasizing the Trailer Train markings on the cars. One of these ended up being the cover shot for the annual report. Since we were counting on the photos of the uphill run to be our "primary" material, we considered those of the downhill run essentially as insurance shots and used many of the same locations. However, we also included the big curve at the Davis Ranch between Alray and the Mormon Rocks and used the straight track below California 138. The Pentrex crew also did some pacing along Cajon Boulevard. After the train returned to San Bernardino, the photographers scattered to the four winds, although a few hardy souls who had not gotten enough railroad photos over the past four days continued shooting in the pass until the light was gone.

When all the film was returned from the lab, there were close to 2000 slides to review for a publication which would only be able to use between 20 and 30 photos. There were, of course, many near-duplicates, but the variety of angles and backgrounds to choose from made the task of selection a difficult one indeed. While there were a few disappointments, the results were truly excellent and better than we would have dared to hope for at the beginning. The cooperation of the Santa Fe people at every level was magnificent. The annual report has already received many favorable comments both from within and outside the company, and the project is considered to have been very successful. Someone at Trailer Train is always looking for good photos of equipment, and the archives will now have more shots, of better quality, of more car types than we have ever had before. Now if only I can convince our President R.C. Burton that we absolutely have to get pictures at Horseshoe Curve next year . . .

The Trailer Train Consist

Trailer Train is owned by the nation's major railroads and serves as a means for them to pool the ownership of flat cars. Not including the Railbox and Railgon subsidiaries, Trailer Train's fleet includes over 84,600 cars. One of the first decisions that had to be made for the photo project was what equipment to feature. Not every variety of Trailer Train car could be used, as there are more than 30 basic types of TOFC, COFC, all-purpose intermodal autorack and special purpose flat cars. In addition to featuring the more recent and innovative car types, we also wanted to include those cars which have been the mainstays of the fleet. Many of these cars have been converted over the last few years to acquire additional capabilities or to serve different markets. We also wanted the cars, trailers and containers to be representative of our owning railroads who use the cars and of the major shipping companies and car suppliers. As can be seen in the listing below, the cars used in the project represent a wide range of loading capabilities and prior service.

Car	Mileage*	Description
DTTX 72109	19,749	Double-stack articulated COFC car (eight 48' and two 40' containers)
DTTX 63276	257,735	Double-stack articulated COFC car (five 48' and five 40' containers)
NTTX 66082	16,335	Spine car (articulated single-level COFC, five 48' containers)
TTLX 60320	49,361	Impack articulated TOFC car (five 48' trailers)
TTWX 970537	1,131,660	All purpose Twin 45 car (two 45' trailers and/or containers)
VTTX 97674	362,628	Plain flat car converted to carry three 20' containers or one 40' and one 20')
RTTX 155670	1,241,696	Triple 28/Twin 45 car (three 28' trailers or two 45')
TTEX 161049	1,421,862	Long Runner car (two drawbar-connected 89' cars to carry three 57' trailers or four 45')
TTOX 145595	0	Front Runner car (two-axle COFC car to carry one 48' trailer)
TTZX 86836	2,489	Center beam lumber car
TTGX 964610	490,561	Fully-enclosed bi-level autorack car

*Accumulated service mileage as of November 1988.

The selected cars made up a train 1735 feet long and weighing approximately 785 tons, including empty trailers and containers. Once the cars had been selected, the next step was arranging for the loan of suitable trailers and containers from railroads, trucking operators and shipping lines. A considerable amount of new and almost-new equipment was generously provided by the equipment owners—DICK DAWSON

CAPTURE A MEMORY.

NW 1963- Swimming Pool at Welch, WV

NW 1103 - Drive In at Iaeger, WV

NW 1122 - Vesuvius, VA

NW 28- Shaffers Crossing, Roanoke, VA

O. Winston Link's classic nighttime images of the N&W's steam power has been in demand around the world in recent years, but most of the original black and white images are well out of the price range of the normal collector. The Roanoke Chapter of the National Railway Historical Society is proud to exclusively offer these fine art prints of four of Mr. Link's images. Each 23" x 29" image is printed in duotone on 100 pound stock.

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Camera Bag

BY JIM BOYD

TWO PHOTOS ERNEST ROBL

ERNEST ROBL's hand-held camera shot this view (right) of the CSX train crossing Virginia's James River, while his remote-control, motor-driven camera (left) recorded a different angle.

Remote Control with Motor Drives

GUEST COLUMNIST: ERNEST H. ROBL

Exists there a railfan photographer anywhere who hasn't wished that he could be in two places at once?

You trudge to a remote location for that perfect shot of the engine that will visit your area only once this year. The terrain and the roads preclude chasing the train to get shots at several different places. Once you select a spot, you're stuck with it. Yes, a motor winder will increase the number of frames you'll get, but they'll still be from that one single location.

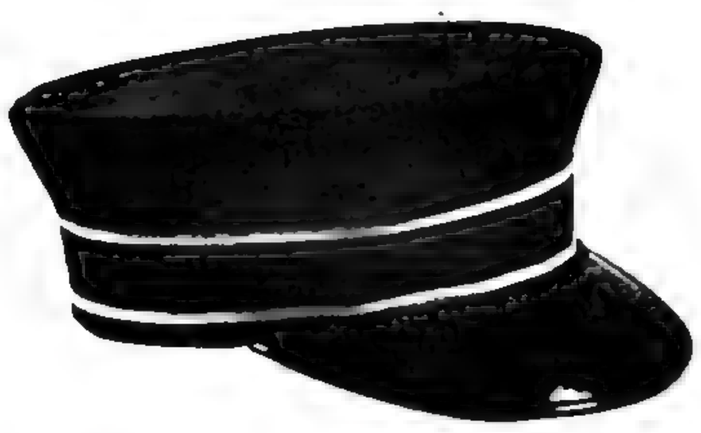
Wouldn't it be great if you could get the train crossing that scenic bridge both from this one location—and perhaps also from another spot a hundred or two hundred feet away? Better yet, how about two different angles that allow you to use, say, a normal lens on one camera and a telephoto on the other?

Sure, on some short lines you may be able to get the crew to stop for a few minutes at a pre-determined location in exchange for copies of the photos. (A friend of mine has had good results with this, but only because he has a reputation of always coming through on those promises.) But, on most Class I main lines, that's out of the question for the average photographer unless you're shooting for the Trailer Train annual report (as on page 50).

So, what's the solution, other than wishful thinking? Remote operation of a camera. Additional camera bodies and motor winders, once the exclusive tools of professionals, aren't that unusual among railfan photographers these days. And, if you have both, chances are very good that with just a little extra work, you can operate one of your cameras remotely, and, in effect, be in two places at once.

I recently tried this at one of my favorite railroad photo sites in the Blue Ridge Mountains, a few miles from Buchanan, Virginia, on the CSX (formerly C&O) James River line. From a bluff, you can shoot down on eastbound trains crossing the river just before they enter the tunnel that bores through the cliff you are standing on. A friend who's an avid hiker, and who knew of my railroad in-

Railroad Conductor Cap



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teres[illegible]d found the site one day and later showed me with the help of U.S. Geological Survey maps—how to reach that place. Though it's quite remote, it is actually possible to drive to within a hundred feet of the location if you know which of the narrow dirt roads winding among the woods and scattered farms are the right ones. So, there's no problem getting photo equipment to the site.

The problem is that the bridge has good lighting for photography only during morning hours. Unfortunately, during the months when the lighting is best, the railroad also uses most daylight hours to do trackwork in the area; thus, much of the traffic moves at night, with only a few "windows" left open for priority trains. The result is that on this welded rail main line you may see perhaps only three or four trains in a whole morning, and a couple of those may be headed in the wrong direction.

I've visited the site many times but have often come away with only a few satisfactory photos from the extended wait. This time, I was determined to improve my chances. I set up one camera on a tripod on the bluff at what I considered the prime location; the other camera was hand-held and used from another spot about a hundred feet away.

What made the use of both cameras possible was the recent purchase of a radio remote control system. My particular unit—or rather units, since the system consists of both a transmitter and a receiver—is made by Quantum Instruments (1075 Stewart Ave., Garden City, NY 11530), and cost about $200 from a mail-order house. Similar units are made by several other manufacturers and can be purchased from most photo dealers, though they may have to special order these for you. Your photo dealer can also help you determine what accessories you need to hook these devices into your equipment.

The cable from the receiver was plugged into the motor drive of the tripod-mounted camera. Though I could have fired this camera by pressing the control button on the transmitter, I wanted to be able to concentrate on shooting with my other (hand-held) camera.

So, I plugged the trigger cable on the transmitter into the flash outlet of the camera I was hand holding. That way, every time I fired the shutter on the camera I was holding, the flash synchronization contact closed a circuit which activated the transmitter, sending a signal to the receiver, which in turn fired the shutter on my other camera a fraction of a second later. The motor on the remote camera took care of advancing the film.

Over such a relatively short distance, the same thing could have been accomplished by running a direct two-wire cable between the two cameras. The radio units simply provided added convenience in setting up the equipment and gave me additional mobility with the second camera. The results, though not spectacular (the weather was hazier than I would have liked) proved quite satisfactory, and I'm sure I'll use a similar setup again.

Remotely operated cameras have long been popular with wildlife photographers, allowing them to capture on film shy animals which would not allow humans to approach. It's from books and magazines aimed at those photographers that you can get some of the best tips on remote camera operation.

The key tip is to check everything ahead of time to avoid disappointment later. Make sure that the motor on the camera and both the receiver and transmitter have fresh batteries. Then, check to make sure that your transmitter (or trigger contact, if you're using a direct cable) will actually fire the remote camera from the distance at which you will be located. This may waste a frame or two if the remote camera is already loaded, but it's a worthwhile expense to ensure the system will work when the train shows up.

How can you tell if a camera located several hundred feet away is actually firing? A tip seen long ago in a wildlife photography piece came to mind: fold out the rewind crank on the remote camera and stick a piece of colored tape on it. The movement of that tape as the motor advances will be easy to see.

Using a camera with built-in exposure automation as your remote unit can be a mixed blessing. Usually, you should be able to preset the exposure on your remote camera just before heading to your firing site. But, in some situations, such as when the sun is poking in and out from behind intermittent clouds, the automatic mode may be helpful because when the train is closing in, you won't have time to run back and forth to your remote camera to adjust its settings for the changing light conditions. On the other hand, if the remote camera is located such that it will "see" head-on the headlight of an approaching train, it may be better to pre-set the exposure in manual mode, since the headlight can fool the camera's onboard meter into underexposing your film.

The photos from that two-camera session on the mountain bluff were satisfactory, but I have yet to get a shot of a matched set of clean CSX engines on the bridge at that location. So, I'll be back out there again before too long, and you can be sure that when I do get that photo, I'll have it from more than one point of view.

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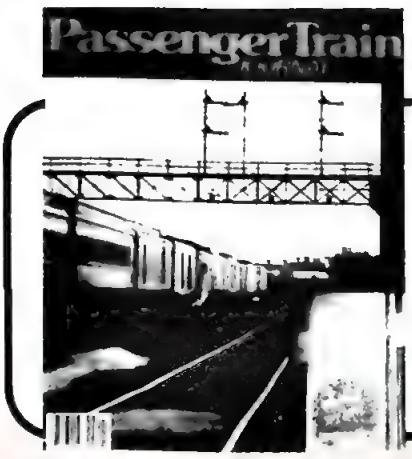

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KODACHROME J. PARKER LAMB

IN THE LAST MONTH before the UP merger, August 1988, two SD40-2s had a Kansas City-bound freight rolling northward near Holland, Texas. In an undated photo (below), apparently in the mid-1950s at San Antonio, Texas, a factory-scheme FP7 is teamed up with an F7B and an E8 on what appears to be the northbound combined *Bluebonnet* for Kansas City and *Texas Special* for St. Louis. A pair of PAs (below) had the Kansas City to San Antonio *Katy Flyer* southbound through Paola, Kansas, in July 1955.

COLLECTION OF JOE WOLLNER

COLLECTION OF JOE WOLLNER

BACK-TO-BACK PAs had what appears to be the southbound *Texas Special* negotiating the trackage in Fort Worth in 1957. The Katy network of passenger trains was complex with San Antonio and Houston as terminals in the south and Kansas City and St. Louis (via the Frisco north of Vinita, Okla.) on the north, with route options between Waco and Denison of going via Dallas or Fort Worth.

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IN AN ATTEMPT TO SIMPLIFY its motive power fleet, Katy had most of its Alcos and Baldwins rebuilt with EMD 567s between 1957 and 1960. Here at Fort Worth in May 1966, a re-engined FA1 and two re-engined AS16s were teamed up with an F7B. In August 1988, eight units, led by SD40-2 601 (below), had empty grain cars northbound at Taylor, Texas.

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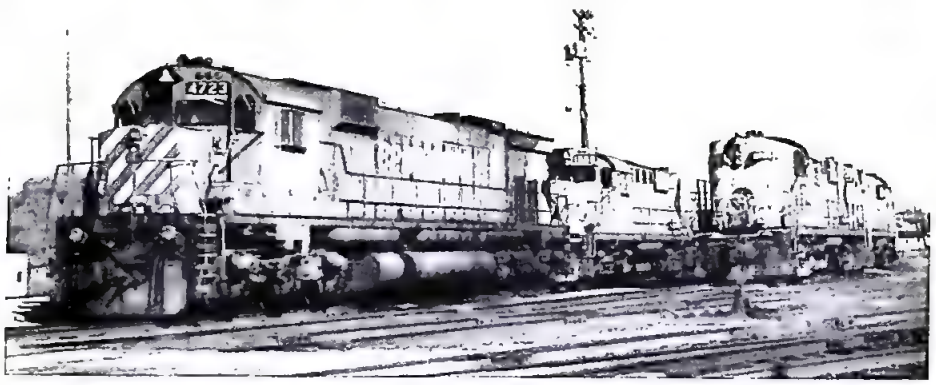

TODAY'S CANADIAN ATLANTIC is typified by the units lined up here at McAdam, N.B., on September 25, 1988. Heavy road power is generally six-motor Montreal-built Alcos like M636 4723, with local power such as rebuilt "RS18R" 1808, high-nose RS18 8765 and RS18R 1840. The RS18/RS18R set was likely the power for the St. Stephen branch, which would be tied up at McAdam on a Sunday like this one.

Canadian Atlantic in Canada

As we wrap up in this issue Bruce Nett's three-part feature on the Canadian Pacific's International of Maine Division, permit us to acknowledge that today's Canadian Atlantic is more than just a Maine railroad. To maintain "focus" and to keep the story from becoming book size, we concentrated on the CPR's Maine operations in the articles, but many visiting railfans will want to see the railroad in New Brunswick and Nova Scotia, as well. The Maritime Provinces are great for train-watching in the summer with lots of Montreal/Alco power on both the CAR/CPR and Canadian National.

The Canadian Atlantic is still in its early stages of development, and operations can change from day to day or week to week—and the threat to VIA could alter the scene dramatically (see RAILNEWS). However, as of late April 1989, the Canadian Atlantic east of Maine was operating three separate segments connected through CN lines.

The CAR line across Maine enters New Brunswick between Vanceboro, Me., and McAdam, N.B., with most of the trains operating through to the terminal at Saint John on tidewater (and with the Bay of Fundy, we mean *tide*water). Of a once-vast network, three branches off that main line are still in service. On the north end of those branches, the line between Aroostook Junction and Edmundston is now operated as an isolated segment since floods in April 1987 wiped out two bridges. The Canadian Atlantic also operates the legendary Dominion Atlantic route on Nova Scotia, but since there is no longer rail ferry service between Saint John and Digby, N.S., the line is connected with the rest of the CAR only through the Canadian National.

An active branch out of McAdam extends southward to St. Stephen with a spur to St. Andrews, both on the coastline. Those lines are worked daily except Sunday with a 6:00 a.m. job out of McAdam that usually gets a pair of RS18s. The branch north out of McAdam to Houlton, Me., and Newburg, N.B., is intact but out of service up to the bridge washout between Debec Junction and Newburg.

The longest branch off the CAR main line extends north from Fredericton Junction on what was the Upper Saint John River Valley line to Edmundston. The second bridge washout, just above Perth Junction, resulted in the north end of the line being isolated

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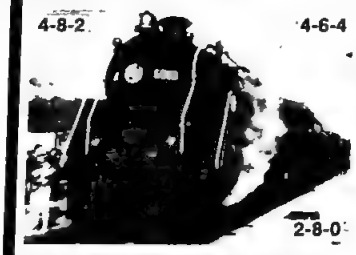

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from the rest of the system. An RS18 is kept at Aroostook Junction and works usually three days a week to the CN connection at Cyr Junction. The CAR has trackage rights over 28 miles of the CN to reach the few miles of its own track within Edmundston, and operation up there is on a sporadic as-needed basis. The line west into Maine through Fort Fairfield to the now-unused connection with the Aroostook Valley Railroad is generally intact but sees no service.

The lower end of the line out of Fredericton Junction sees traffic as far north as Florenceville. Above there, the bridge is washed out at Perth Junction, and the spur to Plaster Rock is intact but unused due to a lack of business. The road freights between McAdam and Saint John (the daytime "second" through job across Maine) run up the branch as far as Fredericton whenever needed to connect with a branch job that works between Fredericton and Florenceville. Using one or two RS18s and/or C424s, the branch job works between Fredericton and Florenceville making three turns a week, one day up, one day back.

The main line action consists of the overnight "Can-Can" piggyback train in each direction as well as the local service Montreal-Saint John trains 260 and 261. Westbound 261 normally gets out of Saint John about 8:00 a.m. and may run to Fredericton on its way to McAdam, Brownville Junction and points west. Eastbound 260 will probably be into the evening hours by the time it gets east of McAdam. (As we go to press in late April, 260/261 are about to go into service, replacing the McAdam Turn out of Brownville and may be subject to schedule revisions as its "real time" operating pattern develops.)

Of course, VIA's *Atlantic* comes out of Halifax on the CN shortly after noon, swings westward on the CN to Saint John at 7:30 and then rolls overnight across the CAR to Montreal. The eastbound train hits McAdam in early daylight hours (7:00 a.m.) and traverses the CAR to Saint John and the CN to Moncton and Halifax in the daytime. Moncton is a busy place as both CN and CP VIA trains converge there.

On the Dominion Atlantic in Nova Scotia, the CAR-operated main line is in service between Windsor Junction (near Halifax) and Yarmouth on the western tip of the peninsula. The incredibly picturesque route along the north coast of Nova Scotia beside the Bay of Fundy sees a daily VIA RDC train, named the *Evangeline*, out of Yarmouth in the morning to Halifax and returning westward in the evening (the eastbound Sunday train also runs in the evening out of Yarmouth).

There usually about six GMD SW1200RSu rebuilt switchers assigned to the former Dominion Atlantic working out of the yard at Kentville. All traffic is interchanged with CN at Windsor Junction. About once a week a general freight heads down from Kentville to the CN at Rockingham, just above Halifax, and another makes a daytime run once a week to Yarmouth. The busiest job on the line is the "gypsum train" which works six days a week out of Kentville. It heads up the old Truro Subdivision to Mantua to get loads out of the Fundy Gypsum Plant and carry then westward to the ship trans-loading facility at Hantsport. The job works essentially as a shuttle between the gypsum mill and the unloader. The Truro line is out of service east of Mantua to Truro.

The Canadian Atlantic is a bright spot in the railroading of eastern Canada, and it's good to know that real effort is being put into developing traffic in an area that has been on the decline for many years.

A Summer of Steam

Well, "next year" is here for the big steam engines around the country, and the 1989 season is already off to a great start with the Southern Pacific *Daylight* breaking new ground on the Burlington Northern (June '89 R&R) and joining the Union Pacific 4-8-4 8444 in Los Angeles in May for the 50th anniversary of Los Angeles Union Passenger Terminal. One new engine, Reading 4-8-4 2100, has already made its debut (June '89 RAILNEWS), and Norfolk Southern is adding Indy's NKP 2-8-2 587 to its summer schedule. Let's take a look at what the "big" engines are up to for main line work this year.

The Fort Wayne Railroad Historical Society has released a preliminary 1989 schedule for the former-Nickel Plate Road 2-8-4 765. On June 28 and 29 765 will make a two-day ferry move from Fort Wayne to Conneaut and Buffalo. Sponsored by the Western New York Chapter NRHS, on July 1-4 the 765 will run a number of shuttle trips about four miles to the Tuscarawa wye and back each day departing from the Exchange Street Station in Buffalo. In 1988, three of these trips were made each day hauling over 10,000 people total. Also, there is a proposal to run one of these days from Buffalo to Hornell and Corning over Conrail. This trip is not yet approved.

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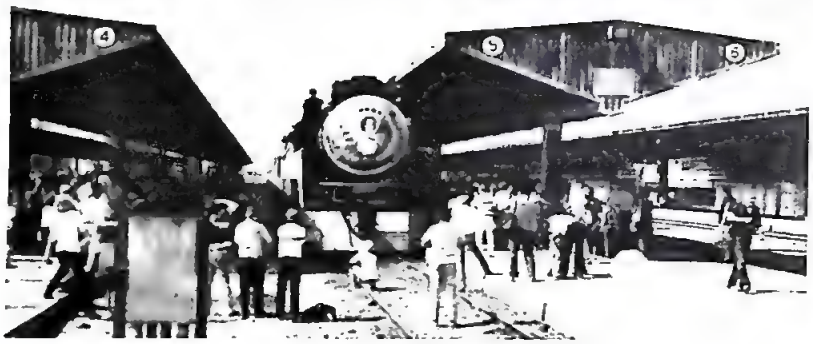

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ANNOUNCEMENTS

FLINT, MICHIGAN, July 8, 9, 1989 - Eighth Annual Railfan Weekend at Huckleberry Railroad, Historical Crossroads Village, Flint, MI. The ex D & R GW K-27 #464 and ex Alaska Railroad 4-6-0 #2 will pull a variety of trains with meets, double heading and plenty of photo run pasts along a 10-minute route. Shop tours from 10:00 A.M. to 2:00 P.M. and Railfans Extra 6:00-8:00 P.M., Saturday and Sunday. Movies, model trains and more both days. Antique Auto Show on Sunday. Restored 1800's Village with 26 buildings, steampowered saw mill, cider mill, grist mill and antique carousel. Contact Dennis Zawol, G-5055 Branch Road, Flint, MI 48506. 313-736-7100. 889

TENNESSEE VALLEY RAILROAD MUSEUM. Largest operating museum in the southeast; features an authentic steam passenger train, turntable, working shop, equipment exhibits. Open weekends through 11/25, daily 6/3 through 9/4. For mainline steam excursion information write: 4119 Cromwell Road, Chattanooga, TN 37421 or phone 615-894-8028. 989

NOVEMBER 5, 1989: 12TH ANNUAL GAITHERSBURG Railroad and Transportation Artifacts Show and Sale. Montgomery County Fairgrounds, Gaithersburg, Maryland. 10 A.M. to 5 P.M. Over 400 tables of railroad and other transportation (steamship, trolley, bus and airline) artifacts for sale. With over 200 dealers from all across the United States and Canada, there is available one of the largest selections of railroad and transportation memorabilia found anywhere in the U.S. (located 15 miles northwest of Washington D.C.) Early admissions available on Saturday. For information LSSAE to: C.W. Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954. 1189

AUGUST 19, 1989, ATLANTA, GEORGIA, Southeastern Railroadiana Collectors Twelfth Annual Railroadiana/ ModelTrain Sale and Trade Show, 300 tables, Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent to Holiday Inn Crown Plaza, 9 A.M. to 4 P.M. Admission $3.00, tables $25.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 989

THE EAST BROAD TOP RAILROAD, Fall spectacular, October 7 & 8. Steam locomotives and gas electric coach will operate extra movements, together with the Shade Gap Electric Railway Trolley. Station, roundhouse and turntable in operation daily. Passenger and freight trains will operate both Saturday and Sunday. Shop tours available. Special night train trip, Saturday only. For information write to: The East Broad Top Railroad, Rockhill Furnace, PA 17249. Tele: 814-447-3011. Located off Pennsylvania Turnpike on U.S. Rte 522. 1089

FREMONT & ELKHORN Valley Railroad operates regularly scheduled service on weekends to Hooper, Nebraska beginning April 29th thru October 29th. Daily runs to Nickerson, Nebraska Tuesday thru Friday. Contact: Fremont & Elkhorn Valley Railroad, 1835 N. Somers, Fremont, NE 68025.1289

OCTOBER 8, 1989: FOURTH ANNUAL New England Railroad and Transportation Artifacts Show and Sale. The New England Building, The Eastern States Exposition Center, 1305 Memorial Ave., (Route 147) West Springfield, MA. Come to one of New England's largest railroad artifacts shows. Over 200 tables of railroad and other transportation (trolley, steamship, bus and airline) artifacts for sale. For information, LSSAE to: Charles W. Miller, 3106 N. Rochester St., Arlington, VA 22213. 703-536-2954. Early admissions available on Saturday. Show time 10 A.M. to 5 P.M. Sunday. 1089

SOUTH CARVER, Edaville Railroad Railfan Weekend and Collectors Flea Market, June 17 & 18, 1989. Edaville, Route 58, 10 A.M. to 5:30 P.M. Adults $9.50, children $6.50, under 3 free. Brenda Johnson, Edaville, PO Box 7, So. Carver, MA 02366, 508-866-4526. 789

JULY 8, 9, 1989 RAILFAIR IS NOW TRANSFAIR a total transportation show featuring railroad but including steamship, airline and motor coach memorabilia. I-70 and Brighton Blvd., Denver, CO. Send a #10 SSAE to: N.R.H.S. Dept. RF, PO Box 5181, Denver, CO 80217. 789

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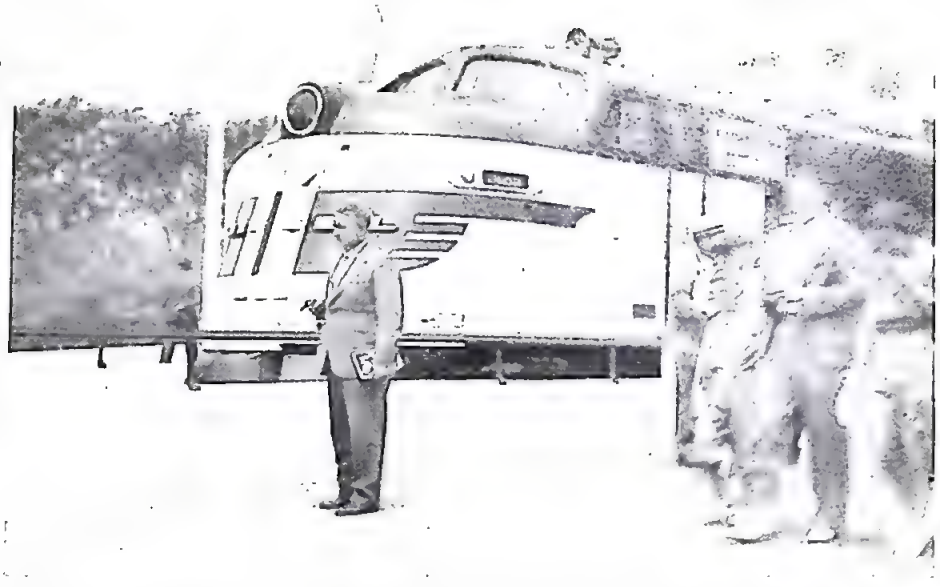

HAL CARSTENS

HENRY G. CARSTENS was photographed by his son Harold in front of E6 1940 at the New York World's Fair in the summer of 1940. The unit displayed at the GM exhibit in 1939 (see page 4) was E6 1939, which was Seaboard Air Line 3014; the 1939 unit wore a different color scheme than appears on this one. Although the SAL unit was renumbered 1940 and was displayed in that year, Warren Calloway's *Seaboard Motive Power* book says the 3014 was delivered to the railroad in "early 1940," and another E6 was substituted for it that year. No available rosters identify this "other" 1940 E6.

On September 9 and 10, the 765 will run from Fort Wayne to Lafayette, Ind., and return with a stop in Peru. On October 1, the "Berk" will handle a private charter out of White Sulphur Springs, W.Va., on CSX rails. The famous "New River" trips between Huntington and Hinton, W.Va., have been proposed, but *not* approved as of this writing. Other excursions are also in the works, so watch TIMETABLE for details.

We'll have two Nickel Plate engines on the main line this year as 2-8-2 587 will serve as Norfolk Southern's "third" engine on the *Independence Limited* doubleheader from Cleveland to Roanoke June 17-20 and several of the 1989 NRHS Convention trips around Asheville, N.C., in July. There are as yet no firm plans for 587 after the Convention.

Union Pacific Challenger 3985 will make its annual run from Cheyenne to Laramie for the Rocky Mountain Railroad Club on June 17, and 4-8-4 844 (renumbered after its return from Portland in May) will travel from Cheyenne to Topeka, Kansas, (August 30 to North Platte and 31 into Topeka) to be on display at the "Topeka Railroad Days" celebration on September 2-4. It will then return to Cheyenne on September 5-6. On September 16, it will run a Cheyenne to Denver and return excursion for the Intermountain Chapter NRHS. On September 20, the gray 4-8-4 will be at the "River City Round-up" in Omaha, with a ferry move September 18 to North Platte and the 20th into Omaha. On September 22, it will run a Council Bluffs, Ia., to Columbus, Neb., and return for the Union Pacific Historical Society. On September 23, the 844 will be on display at Omaha Union Station, with the ferry-move back to Cheyenne on September 24 and 25.

Although no "Adopt-A-Branch" or shipper's promotional trips have materialized as of mid-April, Cotton Belt 4-8-4 819 is scheduled to make its annual run from Pine Bluff to Fordyce for the "Fordyce on the Cotton Belt" festival on April 21-23. On May 16 it will run the UP (ex-MoPac) from Pine Bluff to Little Rock to kick off an Operation Lifesaver program. More trips are reportedly being planned, though nothing is yet firm.

Southern Pacific 4-8-4 4449 has an aggressive schedule happening in May with the trip to Los Angeles, and more trips are likely throughout the rest of the year. Again, however, nothing has been officially announced.

Frisco 4-8-2 1522 is scheduled for a May 27

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outing on Norfolk Southern from St. Louis to Decatur, Ill., sponsored by the St. Louis Chapter NRHS. Further 1989 trips are being arranged, but no schedule has been announced.

Pere Marquette 2-8-4 1225 will get some welcome public exposure with short trips on July 14-15, September 2-4 and October 14-15 out of Chesaning, Owosso and St. Charles, Mich., to various destinations on the Tuscola & Saginaw Bay for the Shiawassee Valley Railroad Company.

On the Blue Mountain & Reading, ex-Reading 4-8-4 2102 will be out of service in 1989 for minor repairs, and no BM&R off-line trips on Conrail are planned. Owner Andy Muller promises that 2102 can run on a week's notice if needed. Companion 4-6-2 425 will run a full season on the BM&R's 13-mile, 60 m.p.h. railroad.

Reading 4-8-4 2100 may get another break-in run on the Winchester & Western out of Hagerstown, Md., sometime in May, and its owners are hoping to use it on excursions in 1989. Though the engine will have to vacate the Hagerstown roundhouse, no future home or trip plans have been announced.

Chesapeake & Ohio 4-8-4 614 has already been moved from Hagerstown to storage in Cumberland, Md., by Ross Rowland. While he is reportedly negotiating with a carrier in the Midwest to operate excursions, the engine has also been advertised for sale. This will be one to watch.

Norfolk Southern has both N&W Class A 2-6-6-4 1218 and Class J 4-8-4 611 very busy in 1989.

In spite of continuing problems with insur-

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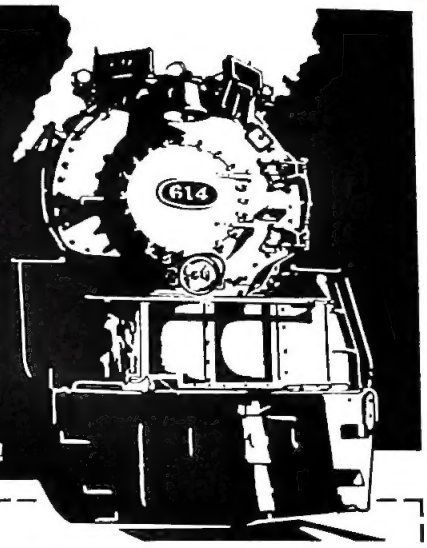

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KODACHROME BRUCE OWEN NETT

ance and the availability of serviceable passenger equipment, the decade of the 1980s is wrapping up with what should be an excellent year for steam fans and some of the long-awaited newcommers finally getting the opportunity to strut their stuff.

Keep an eye on our TIMETABLE column, and we'll try to keep you up to date on developments as quickly as they are announced.

End Of The Line

When Ad Sales Manager John Earley's daughter bought a 45 r.p.m. record of the Traveling Wilbury's hit "End of the Line," she showed Dad the record jacket. There, up-

THE CANADIAN ATLANTIC is a bastion of big Montreal-built "Alco" power like M630 4564 shown amid fall colors (top) on CPR westbound freight 507 at Lambert Lake, Maine, in October 1987. Although they were built as 3600 h.p. units, the 4700-series M636s have been derated to 3000 h.p. and are intermixed in service with the M630s, as shown in the four-unit set working over the

KODACHROME: TOM CARVER

Mattawamkeag River bridge (center) at Mattawamkeag on March 4, 1989. Extra 4705 East had departed Brownville Junction at 6:30 a.m. and was the only Saturday eastbound on the CAR. Eastbound M636 4735 was teamed up with a C424 (bottom) on the deck truss bridge over the icy Pleasant River at the east end of Brownville Junction on November 27, 1987.

00 BRUCE OWEN NETT

side down above Harrison, Lynn, Petty, Dylan and Orbison (or were they standing on the ceiling?) was a Don Ball photo of GM&O E7s at Lincoln, Ill., lifted (with a proper credit line) from page 154 of his *America's Colorful Railroads*. The video of that song also features the band playing in a "spaghetti Western" type train. If you've just returned from Mars (or an O&W Historical Society meeting) and haven't heard it yet, "End Of The Line" also happens to be a great piece of travelin' music.

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You'll also enjoy the beautifully restored Frisco 4-8-2, #1522, on a 121 mile excursion to Decatur, Illinois. Plus we've included scenes from St. Louis' National Museum of Transport to give you a complete picture of railroading in this Gateway city.

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